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# SEAFARING

THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.  
A Weekly Newspaper for Seafaring Folk and their Friends.

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## THE WHITECHAPEL MURDERS

UNION FIREMAN ARRESTED.

APPEAL TO "SEAFARING."

LEGAL ASSISTANCE.

INFAMY OF CAPITALIST PRESS.

It appears that the fireman Sadler, recently discharged from the *Fez*, s, in London, who has been arrested on the charge of committing the last of the Whitechapel murders, is a member of the Seamen's and Firemen's Union. He has addressed to Mr. Wildgoose, secretary of Tower Hill Branch, the following letter:—

"H.M. Prison, Holloway, Feb. 18, 1891.—Mr. Wildgoose, from T. Sadler, a Stoker and member of your Union—Burnt Island branch No. 311. (my last Payment was made at Tower Hill Last Friday, 13th.) Wishing Prosperity to the Union. I must apply to you to act as my friend, as I have no Claim on anyone else Particular. My wife was always a Doubtful friend, my mother is too old, and I have no brother or Sisters or Public House Palls worth a D—. I Should Like a Reporter connected with SEAFARING or *The Star* to watch over me. The Police will Hurry my Case on to suit their Own ends. Any thing Turning up in my favour will be squashed. All the Money and sense of Scotland yard will be used to hurry me to a finish. What a Godsend my case will be to them, if they can only conduct me, innocent as I am, to the Bitter End. the whole Defective System of Scotland Yard will be white-washed in the sight of the whole world. Money Presents will Roll in to them. But on the (other) hand, if I have any true friend in a Reporter to see that I am not talked Down or sat upon Entirely by Police and Court, I hope to walk out as I deserve to. The knife Business is false. I have neither Bought or sold any knife. I had one knife and fork only—a Pair Given to me by my old mother a few months ago.—J. T. SADLER." Sadler is a stranger to us, and the merits of the case—the charge of murder—we shall not at present discuss. But as the law assumes that every man is innocent till proved to be guilty, there can be no doubt that the capitalist papers, which have issued sensational placards assuming that he is the murderer, have been guilty of most outrageous conduct. Whatever Sadler may be, he is entitled to justice, and steps have been taken to provide him with at least immediate legal assistance. As he has appealed to SEAFARING we shall make some inquiries, and, if necessary, publish further information in a special edition.

## YARNS

OLIX.

DOCTORING SEAMEN.

Most seafaring men could tell startling stories of the sort of medical treatment meted out to them or their shipmates at sea aboard vessels having—as is the case with most vessels—no doctor aboard. The Arctic whalers are, we believe, the only British ships which carry anyone rated as a surgeon—except, of course, the passenger ships, on which ample provision is made. Passenger ships must carry qualified surgeons, but the law assumes that seamen do not require medical attendance, and yet it requires that foreign-going ships shall carry certain medical stores, the dispensing of which is left to the captain. Seamen who have had the misfortune to be his patients will agree that a knowledge of how to use these medicines should be required of the captain before he gets a certificate; also that he should be able to do the best that can be done in the absence of a doctor, when a man receives an injury. The urgent need for such knowledge might be illustrated by a series of well authenticated stories, which it would be well for the Seamen's Union to collect, with a view to action in the matter. Meanwhile, we are glad to notice that a Liverpool ship-owners' paper has published an article urging the desirability of masters being instructed in this respect, and in that article we read:—"Curious yarns are spun about the method of dispensing followed by divers captains on deep water. The sea lawyer usually found in a ship's fore-castle fondly asserts that each bottle of the medicine chest bears a distinguishing number, and upon this foundation proceeds to build the following story, which is redolent of the salt sea. An illiterate shipmaster having consulted his book of medical instructions found that a strong dose from number six bottle was the proper remedy for a sick sailor standing before him. Number six, however, had been in great request during the passage, and not a drop remained. For a moment the amateur doctor was at a loss. An inspiration opportunely caused his corrugated brow to smoothen. He mixed together portions from bottles number two and number four on the strictly arithmetical principle that two and four make six! Deponeth sayeth not what effect, if any, the dreadful decoction had upon the seaman. Another story tells equally against the sister service. It is related that a lieutenant, in command of one of Her Majesty's gun-boats, deemed the responsibility of the charge of a medicine chest too much for him. Immediately she was off soundings

the gallant officer mustered all hands and divided the contents of the chest equally, so that each had 'his whack and na maer.' There are two other naval yarns in this connection well worth mentioning. A man-of-war doctor, whose name is unfortunately lost to posterity, had a simple method of locating a man's ailment and alleviating it (save the mark) by drastic and infallible remedies. He would tie a piece of tape around the waist of the complaining mariner, and command him to declare whether his pain existed above or below the tape. If above, an emetic, and if below a dose of salts followed as a matter of course. Another naval doctor heard an old salt assert that he had a pain in the bowels. Looking over his spectacles, and assuming his most melodious accents, the doctor said 'My man, you mean guts! only the officers have bowels!' Time has not spared the bluff sea surgeon, and the modern men have to undergo the stiffest of examinations. It is to the interest of owners, officers, and seamen themselves that a ship should sail with a sound and healthy crew. Robust men are more than ever necessary on a sailing ship's yards now that, owing in a great measure to the introduction of so-called labour-saving appliances, there are fewer men carried per 100 tons register than in the days of old-fashioned topsails and antiquated top hamper."

## THE LABOUR WAR.

LIVELY SCENES.

UNIONISTS FIRM.

FEDERATIONISTS SUMMONED.

MORE VICTORIES.

LATEST MANIFESTO.

SPECIAL TELEGRAMS.

Since last week the Wade's Arms manifesto of Dec. last has been withdrawn by the Labour Council, and as negotiations are going on with the Shipping Federation, the less said at present respecting the dispute in London the better. The struggle at Cardiff is at present attracting more attention, especially as numerous lies are published respecting the various incidents of the fight—one lie being that Mr. Wilson has been arrested. Since last week the position has been more hopeful for the Unionists, who have won much public sympathy by their admirable conduct, as contrasted with the obstinacy of Sir W. T. Lewis, who refused to negotiate with Mr. Mann, thereby taking the responsibility of prolonging the strife, which is therefore likely to assume more serious dimensions.

Feb. 14.—To-day the block is complete. Three boats have arrived and their crews have come out on strike. The picketting at the shipping office is more rigorous, and not a single blackleg has attempted to sign on. A captain of a boat which arrived yesterday committed suicide by taking poison. It is said that hitherto he has shipped Union crews and the disappointment of being compelled to take a Federation gang so upset him that he felt life was no longer worth living. A better organised body of men has never been handled in a strike than the sailors and firemen. At this morning's roll call only two men failed to answer to their names. This is not merely the result of pay-day, for yesterday they showed up in equally good numbers.

The blackleg tipplers are having a bad time, as owing to the blocking of the ships there is no work to do. In the barracks where the non-Unionists are housed they have nothing to do but eat. The dock Companies deduct the cost of meals from their wages, and as the hours of feeding have been more than the hours of work the blacklegs have little cash to receive to-day, hence there is great dissatisfaction in their ranks, and when the Taff Railway men come out the dock Companies will be in a terrible dilemma, they hardly dare dismiss their blacklegs, and yet there will be no coal to tip. The fossilised engineers are the only organisation who have treated their brother Unionists with contempt, and their reputation is not increased thereby.

All the trades are taking part to-day in the monster demonstration, and the men are assembling in thousands. After going in procession from the pier-head they proceeded to the Canton market, where two platforms were erected from which Messrs. J. H. Wilson, Tom Mann, Ben Tillett, S. Davies, S. Wingfield, T. Fox, Councilor Jenkins, John Gardner, and Messrs. Hawkins, Richards and Tom Taylor, of the Cardiff Trades Council, addressed the meeting.

The following statement of the strikers' grievances was formulated by the committee and passed by the meeting:—1. That the Shipping Federation have used, and are using, coercion by refusing to employ members of Trade Unions unless such members also take the Federation ticket. 2. The men on strike do not claim a monopoly of work for members of their Unions, but do call upon the employers to exercise a strict neutrality. 3. By this is meant that the men shall have the fullest freedom to become members of any Unions they think proper, and that the employers shall withdraw any and all conditions which insist upon men enrolling in any Society as a condition of employment over which the men have not full control.

Attempts on the part of the reptile press to ruin the movement are frustrated. In regard to Central News statement that the Federated Unions were given until Monday to repudiate Wilson's action, Tom Mann sent the following telegram "Statement, appearing under head of Central News—no compromise and repudiation of Mr. Wilson, is wrong. No such repudiation was undertaken or asked for—Tom Mann." To this Mr. Laws sent wire to the Pelican Club, Cardiff: "Not seen statement referred to, but your telegram right."

Feb. 16.—Excitement is higher than ever to-day, the men being elated at the complete blocking of the port. This morning, at nine o'clock, three hundred tipplers picketed the shipping office, and not a single blackleg has entered it. The owners of one ship in the North Basin have been trying all morning to get a crew, and having failed in despair called a conference of boarding-masters aboard to devise some method of obtaining men. Meanwhile a procession of some six hundred sailors and firemen, with J. H. Wilson and Tom Mann at their head, marched round to the various boarding-houses and brought out blacklegs—who arrived early this morning from South Shields. When, however, some did not respond to the Unions' persuasion, a deputation left the strikers' ranks and marching into the house bade them join in the procession. In this way, twenty-seven were obtained, much to the chagrin of a certain Federation-lover who danced on his foot-rop like a madman, alternately cursing and inviting the hundreds in the street to come on. They at his kindly invitation did so, and brought out four men concealed in a back room, who, he hoped would have escaped the strikers' vigilance. Thereupon he became black in the face with rage, while a woman saluted secretary Wilson, by custom in vogue among the Kaffirs, a temporary elongation of the nasal organ by an addition of the thumb and fingers. Then the men proceeded to the Colonial Hall with Wilson's band, as the Highland pipes are dubbed, to answer the roll call. At the Federation office only two men were brought in this morning, and Captain Davison who brought the fifty-two men from Shields has failed in his venture. Most of the men were Union men, and say the captain said he wanted them for London. He got them into the train at two o'clock yesterday morn-

ing, but took their tickets himself, and not until they reached Shrewsbury did they become suspicious. There, one of the men ran away and before departing gave the captain a tremendous punch just above the belt. In consequence of this alleged breach of contract, twenty-six summonses were granted this morning, returnable to-morrow, against the Federation. The men's kits are also detained, and the Federation is also charged with the unlawful detention of property. A policeman is charged with having brutally batoned a man last night, while a gang of Federationists are said to have set upon one picket with knives, and stabbed him severely, a knife being driven right through the hand; one of the alleged assailants has been captured and imprisoned. This morning some twenty men from a ship just paid off joined the strikers.

Feb. 17.—At the instigation of a certain Mr. Belcher an application is to be made this afternoon at the closing of the Court for the arrest of secretary Wilson. This step has been taken at the instigation of the boarding-masters, who, poor fellows, are frightened to death when the procession headed by the general secretary passes round the boarding-houses. This has aroused the bitterest indignation among the men, and sundry threats of vengeance are being made in various quarters. The six men captured yesterday by a Custom House officer from the Havre boat *Fortinacale*, and charged with wilfully making a false statement of their last ship, were to-day fined £5 each or two months' imprisonment. They were signing on a Federation ship, and Unionists here were delighted at this defeat of blacklegism. Fifty of the county police were drafted in this morning on account of the labour troubles, and several constables were sworn in for special duty.

At the docks the Shipping Federation, owing to the failures of their attempts to import blacklegs, have held another meeting this afternoon to decide on another method of campaign. A batch of Federation men coming from Bristol were captured this afternoon and taken to the Union home. After capturing fifteen Federationists at three o'clock this morning a fresh item of excitement was caused by the rather obstreperous pickets of the tramway man who in a body leave work to-night. After a thorough inspection of the docks it was found that work is progressing very slowly and in some parts the vessels extend from one side of the basin to the other, thus proving the difficulty of obtaining crews. Though the strictest surveillance by the police is exercised pickets are able to enter, and this morning have called out two crews, one being the hands on a weekly ship. At various points groups of men were discussing the situation, and it was generally recognised that a general fight is hourly becoming more certain. The fact is, a fully representative meeting of all classes of workers delegated has been held, whereat it has been decided to call out all workers at the docks. In compliance herewith over 300 men employed at the Bute Docks have come out, and on Thursday the number of strikers will be increased to between 2,000 and 3,000, unless there be some recognition of the men's Union and their claims. On that day, also, secretary Wilson will in all probability call out the seamen and firemen at Barry and Penarth, as it is reported that Federation crews are being shipped from those two ports. In that case, of course, the dockers will also come out, and the area of the strike will be greatly enlarged. This resolution will come like a bombshell on the shipowners, as it involves the striking of the Taff Vale, Barry and Rhymney Railway men. This confirms previous forecast, that the strike must necessarily extend after the attitude assumed by Sir W. T. Lewis in his interview with Tom Mann yesterday. Help is coming in from all quarters, five hundred pounds having just arrived from South Shields. It is strange that the Federation is not on good terms with the Cardiff Shipowners' Association, and the latter have sent another most urgent letter round the country demanding moral and financial support. There is a split somewhere, and the wedge undoubtedly is driven by Sir W. T. Lewis. The men brought to Cardiff on Sunday were meant really for London, and the Federation it is reported will dismiss Captain Davison for bringing them to Cardiff. Even their bags were labelled to King's Cross, so that a mistake has occurred somewhere, and the Federation are not slow in pointing to the Cardiff Shipowners' Association as the cause thereof. Wilson though very wearied with work, is confident that the shipowners are cornered, and it only requires the new development to smash them utterly. They all agreed upon terms of settlement, but the almighty dignity of capital cannot deign to say that sailors shall not be compelled to take a Federation ticket.

Feb. 18.—A few windows in the houses of obnoxious boarding-masters were gently staved in

this morning. Inside one house, of whom Mr. Nilsson was proprietor, a posse of police was lodged. They charged the riotous men entering but were unable to capture an able-bodied prisoner, so satisfied themselves with arresting a man lame with rheumatics. The police to-day are largely engaged in protecting the tramway offices, as the men, three hundred strong, are on strike, and not a single car is running; the latest method of the Federation to get blacklegs aboard is by employing a tug to take on a few men a mile or two outside the harbour, then put them on board in Cardiff roads. So far only one crew of Greeks has been obtained in this way, but the Union are now using a launch to defeat the Federation on water. Sir E. J. Reed has been asked to put a question to-night in the House of Commons as to the severe sentence of two months' imprisonment passed yesterday upon a man for intimidation. More police have this afternoon arrived in the town, as the men seem determined to prevent boarding-houses from supplying blacklegs any longer. This morning and yesterday seventeen English vessels arrived, and only three sailed, and in a few days it will be possible to walk from one end of the docks to the other on the ships; so crowded are they at present that vessels cannot be moved without running into another. About two hundred men in the patent fuel works have refused to-day to supply vessels manned by the Federation.

Feb. 19.—The chief points in Mr. Wilson's manifesto now being drawn up as the only basis which will be accepted by the Seamen's and Firemen's Union, are—first, that while the Union does not demand that every crew shipped shall be a Union crew, it insists that every crew shall consist of either all Union men or all non-Union men; second, that all crews shall be signed on in a shipping office, and not aboard ship; third, supposing Unionists know beforehand that non-Union men are being engaged and sign on a ship, they must go to sea and suffer dismissal from the Union, and shall not be defended if illegal proceedings be taken against them. Six vessels arrived to-day, and the crews of each of them have come out on strike. This brings the number of strikers on the Union books up to 993. Two captains this morning came and begged the secretary to supply a couple of crews, but, of course, he could not. Should the Federation be inclined to accept the above terms the men will immediately go to sea. No compromise of the above demands will be permitted, and all negotiations will be absolutely declined. The general feeling in Cardiff seems to be that the local shipowners are willing to concede, but it is regarded as doubtful whether the London Executive will regard the conditions as satisfactory. False dignity will probably prevent acceptance.

A warrant, says one telegram—while another says summons—was granted late last night for the arrest of secretary Wilson on the charge of intimidating a boarding-house proprietress on Tuesday night. The police were afraid to execute it themselves so arranged with the Union's solicitor to bring up the prisoner this afternoon. The secretary is alleged to have entered a house and threatened to wreck it unless the blacklegs were ejected. At the time when the alleged intimidation occurred Mr. Wilson was at a committee meeting to receive a deputation from Swansea, and the real culprit is a young man who is often with the secretary and was mistaken for him on that evening because he was in charge of the men. The police force has been increased by 70 mounted constables from Birmingham, and the approaches to the docks are in a state of siege. The unmounted police are amusing themselves by forming a cordon across the road near the pier head gates and another near the railway bridge. Then they gradually move towards each other driving the strikers into side streets and alleys. When the Bute-road has been somewhat cleared the two cordons meet outside a boarding-house, the blacklegs rush out and the police escort them to the docks to sign on board ship. There are now 420 police in the town. The tramway company is going to try and start the trams this morning and lively times are expected as the men have said they shall not. Twenty blacklegs coming from Newcastle were intercepted this morning at Northampton.

THE Committee charged with inquiring into the transatlantic cattle trade, consisting of Mr. Chaplin, M.P., Sir C. L. Peel, Sir H. Calcraft, and Sir Digby Murray, have concluded the taking of evidence yesterday. The following witnesses have been examined recently:—Mr. Montgomery (Dominion Line); Mr. Dunlop (Allan Line), Glasgow; Mr. Hunting, Newcastle-on-Tyne; Colonel Innes; Mr. D. Mearns, Aberdeen; Mr. Colmer, secretary to the High Commissioner for the Dominion of Canada; Mr. Pilsoll; and Timothy Dwyer.



## THE FEDERATION AND THE UNION.

### A FIELD DAY AT HULL.

## THE PROSECUTIONS FOR INTIMIDATION AND ASSAULT.

### HILL, CLARKE, AND HUZZEY VICTORIOUS.

#### SPECIAL REPORT.

At the Hull Police Court on Monday afternoon, before Mr. E. C. Twiss, stipendiary magistrate, Mr. James Hill, secretary of the Hull Branch of the Seamen's Union, and Arthur Clarke, outside delegate, appeared in answer to summonses taken out under Section 7 of the Conspiracy and Protection of Property Act, charging them that they did wrongfully and without legal authority intimidate Robert Barrett Tomlinson, master of the screw steamer *Ironopolis*, with a view to compel him to abstain from doing or to do any act which he had a right to do or abstain from doing. Mr. Hearfield appeared for the complainant, and Mr. Silvester, barrister-at-law (instructed by Mr. R. W. E. Whitehead, solicitor), appeared for the defendants.

#### THE CASE.

Mr. Hearfield asked that the case be adjourned for three months, the complainant being away.

Mr. Silvester said the whole question is as to whether a threat was used as to whether Federation men would sail in the vessel or not. I have got to call a large number of witnesses who were present on the occasion. To say nothing of the lapse of time during which their memory would get impaired on this point, your worship must remember the kind of witnesses I have to call. They are all either dock labourers or men who are by no means fixed residents in Hull, and it may mean an

#### ABSOLUTE MISCARRIAGE OF JUSTICE

if this were adjourned for three months. Of course, if my friend had written and said, "Will you adjourn the case for a fortnight or three weeks," it would have been a different thing; but it is fair that a prosecutor should come, get a summons, and then quietly go for an indefinite period to sea, and say he could not stop because it would cost him so much money to stop in Hull? That, however, is nothing to the defendants, besides the complainant can take out a fresh summons.

Mr. Twiss: That is perfectly true.

Mr. Silvester: If the summons is dismissed it will simply amount to a non-suit. Then it is said this is merely a question between the defendants and the prosecutor, but I do not think it is. The public have to be consulted in a matter of this sort; and I think the sooner the summonses are dismissed the better. Of course

#### THE FEDERATION MAY BE CONTENT

to say, "We have taken out the summonses, and we have frightened these men; they don't know for the next three months whether they can stop Federation men from going on ships. So long as this thing is pending they will be practically stopped, and that is all we want." We do not agree to this. I say it is an unprecedented application. If any of the witnesses had happened an accident, or was suffering from illness, or anything they could not have foreseen, I would not have said a word, but I say it is a gross application to make for such a length of time. I have not the slightest hesitation or objection to hear you saying "I will hear this in a fortnight," but I do say, with our witnesses belonging to a floating population, that it is

#### UNFAIR THAT THIS CHARGE

should be kept hanging over the heads of the defendants for three months.

Mr. Twiss: These remarks will apply if this summons is disposed of and a fresh one taken out. You will then be in the same position.

Mr. Silvester: I cannot help that. It is hardly fair. In other cases the law says if a summons is dismissed it shall stop prosecutor coming again. I should think, however, it is highly probable that in this case the prosecutor will not come again. But having been summoned, and having been heard under a criminal charge, I am entitled to ask that the case should be heard after a reasonable time and that the defendants should not have the thing hanging over their heads for three months. There-

fore I ask you not to grant a practically unlimited adjournment of these charges, but rather to dismiss the summons or to fix a day for its hearing at an early date.

Mr. Twiss: It is impossible to fix a date, Mr. Hearfield. I understand you said when the summonses were granted that the captain would be kept ashore. I do not think my memory fails me on the matter.

Mr. Hearfield: Yes; I think your worship also pointed out the difficulty of fixing an early day.

Mr. Twiss: It is impossible to fix an early date on a Saturday when all the business of the next week is before me.

Mr. Hearfield: It could not be helped, the going away of the captain; and under the circumstances I have to ask for a remand.

Mr. Twiss: I am entirely of opinion that this should not be granted, because you have your remedy and can take out a fresh summons. I should like to remind you, Mr. Silvester, if the case adjourned, then the costs on the day might be taken into consideration on a future occasion.

Mr. Silvester: I am not going to ask an order as to the costs. The master has gone, and we had notice that an adjournment of some sort would be asked for.

Mr. Twiss: Then I dismiss the summons, Mr. Hearfield, and you will have a perfect right to come and take out a summons again.

Mr. Hearfield: That will answer my purpose. Probably your worship will allow me to withdraw the summonses.

Mr. Twiss: If you wish to withdraw the summonses, let them be withdrawn.

Mr. Hearfield: If your worship pleases.

Mr. Twiss: Then let them be withdrawn.

This terminated the case against Messrs. Hill and Clark, who on leaving the Court were warmly received by their friends.

John Huzzey, delegate of the Seamen's and Firemen's Union, was next summoned for assaulting James Phillips, residing at 27, Grimby-lane, and described as a boarding-house keeper—Mr. Hearfield (Hearfields and Lambert), instructed by the Shipping Federation, appeared for the prosecution, and Mr. Silvester (instructed by Mr. R. W. E. Whitehead, solicitor to the Union) defended.

Mr. Hearfield, in stating the facts, said that the assault arose out of the dispute between the Union and the Federation over the steamship *Inverness*.

Evidence was then called.

James Phillips, better known as "Darkey Phillips," said he was the manager of the boarding-house, No. 27, Grimby-lane. On Friday, the 6th of the present month, he left the Shipping Federation at about a quarter-past eleven, and proceeded with some men to the steamer *Inverness*, lying in the Victoria Dock basin. When they arrived there some of his men proceeded on board, and others remained on the quay. After they had been on the dock about a quarter of an hour, two delegates and about fifty Unionists came

#### DOWN WITH A RUSH.

The defendant was one of the delegates. All of them were sweating, with their sleeves up, and ready for "a start." Huzzey struck him with his clenched fists on the right side, remarking at the same time, "We make you niggers free, and you come here and take the bread out of our mouths." He went away, but returned, and "mashed" (jumped on) complainant's foot, and said, "I will murder you and chuck you in the dock." Addressing his men, Huzzey said, "Boys, let us start and destroy them, and chuck them in the dock." A gentleman tried his best to stop them. Witness said that he did not go there to take the bread from them, but he went with his lodgers to the ship. The police soon afterwards arrived, and cleared them. Complainant waited about half-an-hour, and was proceeding home, all being quiet. He had got as far as the "halfpenny bridge"—

Mr. Hearfield: That is the South Bridge.

Witness: No, it is the halfpenny bridge, you pay a halfpenny to go over. Continuing, he said that he was just paying his halfpenny when five men came up (the defendant was not there). He ran home, chased by these men.

By Mr. Silvester: He had been told by Captain Davison to take the men down. All the men with the defendant ran up with him to assist.

Re-examined by Mr. Hearfield: Huzzey struck him as he stood.

By Mr. Twiss: The men he took with him were engaged before they left the Federation officer.

Mr. Twiss: By whom?

Witness: The head man of the Federation.

#### A FEDERATION OFFICIAL'S EVIDENCE.

Louis Francis Taylor, master mariner, and representative of the Shipping Federation in Hull, deposed to seeing Phillips on the Victoria Dock on

the morning of the 6th inst. Whilst he was standing Huzzey with several other men came up to where Phillips was standing. Huzzey struck the complainant with his clenched fist in the body. He also swore at him, calling him a black son of a —, and threatened to throw him into the dock. The defendant also—he believed intentionally—trod on the complainant's toes. The police arrived on the scene, and the party moved down the South Bridge-road, arguing as they went.

By Mr. Silvester: This was a Federation prosecution. Phillips was not supplying the men for the *Inverness*, but some of the men did join the ship. He did not see anyone except Phillips pushed aside.

#### NO BLOWS.

P.C. Storey said he was on duty on the Victoria Dock on the 6th inst. He saw Phillips with some other men come up. He was near the *Inverness*, having been ordered to stand by her. Phillips was stood on shore. About 20 minutes afterwards the defendant, with about 30 other men, came up, as if they meant a disturbance. He did not actually witness the assault, but he heard the defendant say to Phillips, "You black son of a —. We have freed you from slavery, and now you come to take the bread out of our mouths. I will throw you into the dock." Witness telephoned for assistance, and the men dispersed.

By Mr. Silvester: He did not take anyone into custody for assault. If there had been an assault it must have been when he was in the office telephoning.

By Mr. Twiss: He was certain that no blows were struck whilst he was there.

Mr. Hearfield: This is my case.

#### THE DEFENCE.

Mr. Silvester asked his worship to say there was no case to answer. He commented upon Phillips' unreliability, and said that the most curious thing was that a police constable was there all the time and heard the whole of the conversation, but saw no blows struck. He had a large number of witnesses who swear positively that no blows were struck. Unfortunately things had arrived at such a pass, that when men belonging to the two Unions met, there was a lot of bad language and threats, but this was not assault.

Mr. Twiss: You may call witnesses, Mr. Silvester.

John Carrol, seaman, said that he was on the dock in question on the 6th. P.C. Storey ordered them from the dock on to the road. Huzzey never lifted his hand to the complainant, or trod on his toes. He was walking by his side all the time, and he could not have done it without him seeing it. Huzzey did say something about making Phillips "chaw sugar cane."

By Mr. Hearfield: He did see Huzzey pushed up against Phillips when they were ordered off the dock. Someone pushed into him (witness), and he pushed against Huzzey, who stumbled against the complainant. He would not swear that he did not hit complainant with his fists.

#### AN INDEPENDENT WITNESS.

William Button, residing in Alexandra-street, said that he belonged to the Federation. He saw everything that passed, and no assault was committed.

By Mr. Twiss: He was a mess-room steward, and had tried to get a berth on the *Inverness*. He was independent, and belonged to no association.

By Mr. Hearfield: The defendant did mention about freeing niggers, and he (Phillips) had come to take the bread out of their mouths. Huzzey never stumbled against the complainant.

By Mr. Twiss: He had a Federation card of membership. He had no interest in the present case.

William Redley, fireman, said that no blows were struck by the defendant, but someone did tread on Huzzey's toes. The defendant did say that the complainant ought to be ashamed to pass the Monument; taking bread out of their mouths.

By Mr. Hearfield: He would swear that the defendant never struck the complainant a blow.

Mr. Silvester was proceeding to call further evidence.

#### THE STIPENDIARY'S DECISION.

Mr. Twiss said: I don't think you need call any further evidence. The defendant is called here for committing an assault, and the question I have to decide is whether the assault has been committed or not, and not whether any threats or bad language has been used. Having regard to the evidence generally, and particularly that of the officer who was called on behalf of the complainant, and also that of Button, who was called for the defendant, I am clearly of opinion that the charge is not substantiated, and, that being so, there can be no conviction—in other words, the summons is dismissed.

## THE LIVERPOOL TUG-BOAT MEN.

### A VISIT TO THE "MALAKOFF."

#### INTERESTING SPEECHES.

The meeting on Wednesday evening, Feb. 11, was of a business-like character. One member rose and opened the proceedings by declaring that he did not say what men the owners should employ, but he did deny their right to say what Society or Union a man should belong to. Then in bold accents, and quivering with emotion, he wound up by saying—"Before any employer shall take me and say, 'You are my slave, I will die in the ditch first.' Cheers from broad-chested men who have faced all kinds of heavy weather showed that the speaker's sentiments were heartily echoed. Then followed the secretary of the Sailors' Union Branch, who, in calm and dignified style, read the published report of the proceedings on the previous night, when a deputation of Trades Unionists laid the case of the men before the tug owners. Step by step he noted the allegations of the owners, and pausing at each point to ask the meeting whether such and such a statement was true or false, the audience in chorus would reply "It's all rot," "It's a lie," or, "They gave us a week's notice to come out." Occasionally the speaker would be interrupted by one or two bronzed faced men of advancing years rising to declare that during over thirty years' experience they had never been asked to sign such an agreement as was now tendered to them for acceptance. A full and emphatic denial was given to the statement that the officials of the Union had interfered to cause the men to come out on strike. Other speeches delivered bore evidence of earnestness and a sense of wrong suffering, and ultimately a resolution was passed regretting the attitude assumed by the Tug Owners' Association, and resolving to stand out against the agreement and seek employment elsewhere.

When the resolution was put, there were cries of "Hands up" and "Both hands up," while one of the members called out "Aye, three hands up." There were no dissentient voices, and the resolution was carried amid those deafening cheers that only "ship ahoy" hands can give.

A humorous turn was given to the subsequent proceedings by a speech of a Trades Council delegate, whose remarks were racy of the soil of Erin. "The tug owners," said he, "talked of being well supplied with new hands. Well, he had heard the same cry during the labour troubles of the last twenty years. It is always the same. The lame, and the halt, and the blind are roped in and they are always said to be better than the others. Carlyle once spoke about the character of those who constituted the nation, but those stories were made for the majority and not for the few. You will be expected back soon." The last remark was evidently a hit home, and point was given to it by the ejaculation of one in the audience, "Oh, wait till there's a breeze," a pertinent sally which provoked roars of laughter. The speaker warmed to his subject and delighted his hearers with such references as "the men who wear watch chains as heavy as ships' anchors." It was the shipowners they had to deal with, "the tug owners being only agents 'In the Middle Ages.'" He went on, "there was an idea that men sometimes sold themselves to the devil for a consideration. But they have changed all that, and instead of men selling themselves to the devil, they sell themselves to the Shipping Federation. But the last stage is worse than the first. In the old days they expected to get something, but now we can't say what they get. They pursue towards you a Machiavellian line of policy. They ask you to trust them, but why don't they trust you? Rogues are almost always most suspicious of the honesty of others." Laughter and cheers followed the various points of the speech, and great enthusiasm was evoked when the delegate remarked that the shipping trade could not be so bad when they heard of gambling scandals, of men entertaining the Prince of Wales, and gambling all the night long for five or ten pound notes.

The whole proceedings were throughout most orderly, and gave a visitor the impression that the men know well what they are fighting for, and are determined to carry on the struggle to the bitter end unless the employers capitulate.

The following addition to the report of the meeting held in Hope Hall, Feb. 10, reported in last week's SEAFARING, has been sent to us. Mr. Doeg, president of the Liverpool Trades Council, who was in the chair, said that:—In November last the men decided to form a Union that should be an improvement upon the one that had been in existence for some time, and they be also amalgamated with the S. & F. Union. The owners started a rival organisation,

and called on the men to sign an agreement binding them to give a week's notice, and allow a week's wages to remain in the owners' hands, which might be forfeited in certain eventualities. The men refused, and were consequently locked out. According to the rules of the owners' proposed Union, men permanently employed should join that Union, no member of which should join any other Union except the Amalgamated Engineers', or a benefit Society. The rules provided for a committee of 24, of which 4 were to be chosen from owners, 4 from captains and mates, 4 from 1st and 2nd engineers, 4 from firemen, and 4 from sailors, the trustees, secretary, and treasurer, to be selected by the owners, while the men were to have the privilege of supporting the Society by their money. There was a great difference between the rules and the account of this in the *Journal of Commerce*. The rules were such as the most conservative Trade Unionist would reject.

Mr. Nicholson, district secretary Seamen's Union, in addressing the meeting, said that capital being the motive power, and labour the application of it, there ought to be a feeling of reciprocity between the two. Why was it that such a feeling did not exist? For the simple reason that although labour was equally important with capital, yet it had never been recognised by capital in proportion to its true value. Capital always stood aloof from labour, and would not under any circumstances deign to listen to argument. So long as that was the case, so long would strikes continue to be the order of the day. Capital during the past three years had expended during strikes, not hundreds, not thousands, but millions of money, all for the sake of refusing to recognise the rights of labour. To put an end to this, it was only necessary that capitalists should come down a little from their high seats and deal directly with their employes. Were they to do so he was sure that the employes would be prepared to meet them and discuss matters in an amicable manner. (Applause.) Although this might seem a little humiliating to the employers, it was in his opinion the only possible remedy for the trouble, the only possible solution of the problem. (Applause.) Boards of conciliation might be formed in all industrial centres, to be composed of employers and employes in proportion, so that all disputes might be submitted for their adjudication. If they failed to arrive at a satisfactory decision they might call in an independent and disinterested party to settle the matter. Should either party fail to abide by this decision it would have to take the consequences of the united opposition of all the other classes combined. He hoped that the day was not far distant when something of the kind would be adopted. His earnest desire was to see labour and capital working in unison and for the good of everybody concerned. (Applause.)

At this point the five members of the Liverpool Trades Council forming the deputation entered the hall amid a burst of applause. They were Messrs. Potter, Winterburn, Peters, Rouse, and Chadwick.

The chairman called upon them to address the meeting, and the first to speak was

Mr. Potter, who reported the result of the interview (the gist of which report appeared in last week's SEAFARING),

Mr. Winterburn also reported that the owners held that they were justified in protecting themselves against the men leaving without notice, which they said some did, by retaining a week's wages, for they said other employers did the same. The owners did not object to the men belonging to a local or weak Union. The sore point evidently was their amalgamation with a strong one like the Sailors' and Firemen's Union. The owners said some of the men had left without notice, and that the Union had ordered them to do it—"No, no"—but he had been in the chair at one of their meetings, and had heard Mr. Nicholson say that men who had signed agreements must fulfil them before coming out. (Applause.) He advised them, like Mr. Potter, to carefully think the whole matter over.

Mr. Peters advised them never to yield their manhood for the Tugboat Owners' or any other Association. The men only wanted what was right and just, which they could obtain if they combined together, and it was just that combination that the owners objected to. The men had not asked an increase of pay or less hours, but the owners, knowing that they had a grievance, objected to their combining. Some men worked for 24 to 30 hours at a stretch, and he questioned whether gentlemen in Liverpool, if they knew that, would like to cross the river, knowing those who manned the boats were so overworked, though there were so-called gentlemen in Liverpool who made gold their god. All this could be altered if they would combine, and he urged the necessity of every man belonging to a Union. (Applause.)

Mr. Rouse next addressed the meeting, saying

that the action of the owners in offering to found a local Union might be an indication that they had not done their duty to the men in the past. He was sorry that the men had not federated before. The masters wanted a local Union, as local Unions were out of the hunt.

Mr. Chadwick touched upon the articles which the Board of Trade compelled every coasting man to sign. Those articles were for six months, and contained a clause that a week's pay or its equivalent should be kept in hand. These new things would come under the heading of fines, and it was distinctly mentioned that a man could be dismissed at a minute's notice for drunkenness, disobeying the captain's orders, or leaving ship without orders. At the interview with the tugboat owners, he asked the chairman whether a man forfeited his week's pay for any of them, and the chairman replied—No, it would only happen where a man left without giving proper notice. The chairman further stated that all the men now employed were signing those articles, also the men in all the other coasting steamers of the port. If that were so, they would have to follow suit, as they were six months' workmen, but if it was not so, they had a perfect right to refuse to be the first to do it. The owners' chairman had admitted that the money was to be retained because of the men associating with the S. & F. Union. The greatest enemy working men had were working men who would take the places of men out during labour disputes. He added, masters and men should not be afraid to speak to each other.

Mr. S. G. Brown was sorry that the public of Liverpool, which city had been so enriched by the labours of seamen, had not displayed more interest in seamen. Referring to the tugboatmen he said: If they had brought about a strike by their own act, he would not have helped them at all. But it was not a strike, it was a lock-out, and nothing else; and they had been locked out because they would not cringe and humble themselves in the dust before the masters. (Applause.) Some men, unfortunately, had done so, but they were not worth talking about. (Applause.) He wanted to know if there was a single master that would tell them that the Union had taken advantage of them in any way. If this were so, he would retire from being their secretary to-morrow. (Applause.) The tugowners acted as middlemen between the shipowners and their unfortunate employes. He did not know where the owners could have found better men to meet them than the members of the Liverpool Trades Council. (Applause.) He did not wonder at their not meeting Mr. Nicholson and himself, because they might very naturally think they would be too hard nuts to crack. (Laughter.) What they wanted and what they would have was their freedom of action. (Applause.) Rather than sacrifice his freedom he would see his wife and children starving, dead, and rotting in the ground, aye, that he would, before he would cease to be a Union man. (Applause.)

The Chairman said he had it on excellent authority that under the Truck Act no money could legally be deducted except for time lost. It was done by the dock board, but the dock board could not alter Acts of Parliament. He knew that the Act was very largely ignored in Liverpool.

Mr. McHugh said that having heard so much of the matter that immediately interested them, he did not know whether it was fair that anyone should detain them much longer than they had been detained already. They had got an amount of good advice, and he hoped they would take it. It was not for him to give advice. There were people present who were personally responsible to their organisation and to the members themselves, men who took counsel together and acted that they might attain to an improvement of the conditions under which they had been working in the past. He could not see why deductions should be made from their wages. He was afraid they were a long way distant from the time when they would see realised the suggestions thrown out by their secretary, Mr. Nicholson. That gentleman had shown them the advantages that would arise from boards of conciliation consisting of employers and employed, and they had been in hopes that the deputation would come back intelligently that would confirm his speech, and that for once employers had been reasonable. But they found that the owners had taken up a position, and that they would not budge an inch from that position which they put themselves into before the deputation arrived. Other men filled their places; that was the grievance. Why did other men do so? Was it because they liked to do mean things, or was it because of the terrible injustice which surrounded men on every side, and which compelled them to go and do these mean things because they had scarcely no choice? He did not think they were likely to mend matters much by any sham unity between capital and labour, two things that had



never yet met upon an equality. Capital was the thing that their labour had produced, but which did not belong to them, because it had been stolen from them. In equity it did belong to them, but they were not permitted to enjoy the produce of their labour. Until they changed the conditions they would have to face struggles like the present, which were all one-sided. What had to be done was to give equal opportunities to all who desired to work. Now, if they did not choose to work on the employers' terms they could starve. How were they going to fight that? To stick out was one way, and if they stood firmly, although they might not win, they would at all events punish the other side. (Applause.) He would advise that workmen everywhere ought to belong to national organisations as distinct from local and useless ones. (Applause.) The tugowners would subscribe £350 to form a Union which would not benefit their employes in the least, and they would contribute weekly to it. Yes, but they would keep the deductions out of their wages. They would take good care of that. The whole thing from beginning to end resolved itself into this. They were face to face with men who had taken the produce of their labour in the past, and who now dreaded that they would not get as much in the future as they expected. They wanted to keep them disorganised, and they knew that as long as they could do that the same old game would go on. They knew that having allied themselves with the Sailors' and Firemen's Union their power over their employes would go away. He would say to them clearly "Give your organisation up on no account whatever." (Applause.) At any time anything he could do for them should be done, in order that victory might crown their banners. (Applause.)

Mr. Thompson having expressed his sympathy with the locked-out men, as a working man,

Mr. Nicholson said he was sorry that the deputation had had no better news for them, but they must not feel discouraged on that account. His idea was that the owners were trying to stamp out the Tugmen's Branch of the Union. In conclusion he urged them all carefully to consider the situation, so that they might be able to thoroughly make up their minds by the meeting on the following evening, when the course of action to be pursued in the future would be discussed.

A vote of thanks to the chairman, the members of the deputation, and the friends who had spoken, terminated the proceedings.

It is reported that a retired sea captain recently died in Boston leaving a fortune of ten million dollars "to his immediate family," and not a cent to help seamen. An American paper says:—"Ten million dollars left by a mariner, and not one dollar to charity? Impossible. No man who came on board a ship over the bow and worked his way step by step to the quarter-deck, to a command, could leave the world and that colossal fortune without substantially remembering those poor fellows in the fore-castle he had undergone his hardships with. This dead millionaire mariner must have come of that class whose experience at sea began in the cabin and ended there. Nursed to the position of master through the wealth of parents, such mariners never acquire the warmth of heart and love of shipmates that is born and bred under a flannel shirt and pea jacket."

**WATERTIGHT COMPARTMENTS.**—In the House of Commons on Feb. 12 Mr. Furness asked the President of the Board of Trade whether his attention had been called to the serious inconvenience caused to shipowners through the uncertainty with regard to No. 12 of the General Rules of the Board of Trade, under the Merchant Shipping (Life-Saving Appliances) Act, 1888; whether, though the rules came into operation on Nov. 1 last, no decision had yet been arrived at by the Board with regard to the application of the said Rule 12; when the Committee on Bulkheads, appointed to inquire into the matter, was expected to report; and, whether the report, when presented, would be laid upon the table of the House? Sir M. Hicks-Beach, in reply, said: The general rule No. 12 under the Merchant Shipping (Life-Saving Appliances) Act to which the hon. member refers is as follows:—"12. Watertight Compartments.—When ships of any class are divided into efficient compartments to the satisfaction of the Board of Trade they shall only be required to carry additional boats, rafts, and other life-saving appliances of one-half of the capacity required by these rules." The Board of Trade are not in a position to arrive at a decision with regard to this rule until they receive the report of the Bulkheads Committee appointed to inquire into the matter. This, I hope, will be about the end of next month. The report, when received, will be laid on the table of the House.

## DEATH ROLL.

The following is a list (just issued) of names and other particulars of British and Irish seamen whose deaths have been officially reported during December, 1890. (This list only includes such foreigners as are Scandinavians.) First the seaman's name is given, next his age, rating, birthplace, cause of death, date of death, and the name of the ship to which he belonged. If he had left the ship at the time of his death her name is printed in italics in this roll.

Abbott, J. H., 17, O.S., Torquay, vessel foundered, Nov. 24, off Dungeness, Sudbourn.  
 Abdool, Cassin, 34, Lascar, Jedda, dropsy, Nov. 4, hospital, Natal, Clan Macgregor.  
 Abdul, Kurrim, Lascar, Barrisan, phthisis (injured in ship's service), Nov. 30, Malta, Clan Macpherson. (Dis. July 9.)  
 Ainsworth, John, 60, mate, Fleetwood, vessel missing since Nov. 6, off Isle of Man, Bridget Annie.  
 Alcock, Thomas, 28, A.B., Kinsale, dysentery, Aug. 10, hospital, Galle, Harrow.  
 Allen, David, 53, A.B., St. John, N.B., heart disease, Nov. 8, Earl of Shaftesbury.  
 Anderson, A., 44, A.B., Denmark, diarrhoea, Oct. 23, St. Lucia, *Serapis*. (Dis. Sept. 20.)  
 Anderson, John, cardiac injury, Nov. 24, Billbao, Robert Brown.  
 Anderson, John, 47, A.B., Sweden, injuries received on railway, Oct. 18, Hamadryad hospital, Cardiff, s.s. *Thornaby*. (Dis. Oct. 14.)  
 Armstrong, Wm., 31, A.B., Liverpool, drowned (fell from gangway), Nov. 21, Montreal, Lake Huron.  
 Arnold, John, 22, A.B., Bideford, vessel wrecked, Nov. 25, Black Sea, Westbourne.  
 Arvond or Arnat, James, 28, consumption, Sept. 14, Shanghai, Pechili.  
 Baker, Andrew, 44, A.B., London, lost overboard, Nov. 29, sea, Lake Huron.  
 Banks, Albert, 23, A.B., Hull, exposure at time of wreck, Nov. 25, Black Sea, Westbourne.  
 Barker, John Chas., 22, donkeyman, British, found drowned, Dec. 4, Copenhagen, Valhalla.  
 Barnard, Wm. Chichester, 17, apprentice, Appleby, Gloucester, drowned, July 7, sea, Eaton Hall.  
 Baxter, Alexr., 30, deck hand, Scotch, drowning, Nov. 29, Kirkwall Bay, Empress.  
 Beamish, Chas. E., 24, A.B., Lowestoft, drowning (supposed washed overboard when securing tarpaulins on after-deck during a gale), Sept. 29, sea, Ariel.  
 Bellitz, E., 22, A.B., Pronsau, vessel foundered, Nov. 24, off Dungeness, Sudbourn.  
 Bennett, Francis Charles, 23, stowaway, Portsmouth, found suffocated in his berth from the fumes of live coals, Dec. 13, Antwerp, Mozart.  
 Bennett, John, 27, master, Connah's Quay, vessel missing since Nov. 6, off Isle of Man, Bridget Annie.  
 Berray, Wm., 53, 2nd boatswain, London, injuries by being knocked against block by sea, Oct. 26, St. Helena, Alexander Yeats.  
 Berentz, Rasmus, 25, cook, Copenhagen, drowning, Oct. 12, near Pictou, N.S., Melmerby.  
 Bholoo, Ramjan, 30, saloon boy, Lascar, Calcutta (Briti-h), supposed drowned, Oct. 28, sea, Clan Buchanan.  
 Bonny, J. S., 22, A.B., Kent, drowning, July 17, sea, Pinnore.  
 Boulton, Saml. Herbert, 23, pilot, British, drowned, June 7, River Mersey, Gloriana.  
 Bowden, Wm., 26, fireman, Bristol, exposure at time of wreck, Nov. 25, Black Sea, Westbourne.  
 Box, Walter, 28, fireman, Oldham, exposure at time of wreck, Nov. 25, Black Sea, Westbourne.  
 Boyd, Wm., 31, 2nd engineer, Glasgow, fell off landing-stage; place not properly railled or lighted; Dec. 7, Gravesend, Clan Lamont.  
 Boyle, John O., 53, A.B., Co. Antrim, drowned, Nov. 5, Tory Island, Elizabeth Roy.  
 Boyer, Benjamin, 50, steward, London, Oct. 23, British Seamen's Hospital, Constantinople, Trafalgar.  
 Bradley, Hugh, 22, trimmer, Liverpool, broncho pneumonia, June 10 or 11, St. Vincent's Hospital, New York, Majestic.  
 Brokenshire, Thos., master, vessel foundered, Nov. 9, Lake Ontario, Ocean Wave.  
 Bromley, Henry, 30, surgeon, Braintree, Essex, supposed overdose of narcotic, Nov. 4, sea, Clan Buchanan.  
 Brooks, W. G., 56, mate, Devon, dysentery, Oct. 8, Rosario, Oriente.  
 Brown, Randal, 53, master, Larne, Glynn, vessel foundered, Nov. 6, Giant's Causeway, William and Mary.  
 Brunger, Joseph, 19, general servant, Deptford, fall down hold, Oct. 25, Sydney, N.S.W., Lusitania.  
 Burke, John, 26, man, fisherman, Dublin, fell overboard, Dec. 16, River Humber, Bido.

Butcher, Wm., 20, fireman, Ipswich, vessel stranded, Oct. 10, sea, Troutbeck.  
 Campbell, John, 23, purser, Oban, consumption, Dec. 10, sea, Elysia.  
 Campion, John L., 57, A.B., Dublin, heart disease, Aug. 29, B. N. Hospital, Valparaiso, Hoghton, Tower.  
 Carew, Richard, 42, 1st mate, Liverpool, vessel stranded, Oct. 12, near Pictou, N.S., Melmerby.  
 Carlsen, Chas., 37, interpreter, Copenhagen, paralysis, Nov. 3, Medico C. Hospital, Philadelphia, Lord Clive.  
 Carmichael, Wm. Andrew, 20, apprentice, Humber pilot, typhoid fever, Dec. 5, Hull, Gertrude.  
 Carrol, Bruce Wm., 17, O.S., Rotherham, drowned, Aug. 24, River St. Lawrence, Melmerby.  
 Clague, Robt., 33, diver, Isle of Man, suffocated by foul air, Oct. 19, West Coast of Africa, Wrestler.  
 Collins, Alexr., A.B., Portaferry, drowned, Nov. 5, Tory Island, Elizabeth Roy.  
 Colquhoun, Wm., 54, steward, Airdrie, heart disease, June 30, 1889, Wellington, N.Z., East Lothian.  
 Connor, Thos., 34, fireman, Birkenhead, drowned, Nov. 7, Off Bishops, Whitehall.  
 Cook, William James, 30, mate, Lowestoft, drowned, Oct. 20, sea, off North Hooten, Gulf of Finland, Troutbeck.  
 Coull, James, 28, fisherman, Scotch, washed overboard, Dec. 3, Moray Firth, Jennie Alice.  
 Craig, Wm., 19, boy, Magheramorne, vessel foundered, Nov. 6, Giant's Causeway, William and Mary.  
 Crathorne, Robt., 54, mate, Scarborough, Oct. 4, sea, Ethels.  
 Crosby, George, 17, apprentice, Wivenhoe, Nov. 13 off Spithead, Anna Helena.  
 Davies, I. W., or Doyle, I., Valparaiso.  
 Davy, Charles, 18, Netropeman, Ormesby, fell overboard, Nov. 25, North Sea, Egmore.  
 Delaney, Patrick, 16, boy, Barndarrig, Wicklow, vessel lost with all hands (missing), about Nov. 6, supposed entrance to Chester River, Royal William.  
 Doneghue, Thomas, 22, A.B., British, drowned, Oct. 24, Sapphire.  
 Donnelly, M., 29, A.B., Dumbarton, dysentery, Oct. 26, sea, Hampshire.  
 Donnan, Robt., 46, A.B., Donaghadee, vessel lost, Nov. 7, West Hoyle Bank, James Stonard.  
 Donovan, Alfd., 16, ship's boy, British, London, enteric fever, perforation of the bowel, Nov. 20, Pretoria.  
 Donovan, Patrick, 32, A.B., Liverpool, vessel stranded, Oct. 12, near Pictou, N.S., Melmerby.  
 Douglas, Wm., 26, fisherman, Gourdon, vessel swamped, Dec. 15, Scottish Maid.  
 Douglas, Robt., 17, fisherman, Gourdon, vessel swamped, Dec. 15, Scottish Maid.  
 Doyle, I., or Davies, I. W., Valparaiso.  
 Duffy, Wm., 23, fireman, Irish, fell overboard, Oct. 16, Pootung, Shanghai, Lord Bangor.  
 Duggleby, Walter H., 27, 2nd engineer, Walkington, Yorks, exposure at time of wreck, Nov. 25, Black Sea, Westbourne.  
 Duke, Frank, 30, A.B., N. America, falling into hold, Grimsby Roads, Greystoke Castle.  
 Eddis, James, 44, master, Bangor, co. Down, vessel lost, Nov. 7, West Hoyle Bank, James Stonard.  
 Edward, Edwd., 21, 2nd mate, Southampton, exposure at time of wreck, Nov. 25, Black Sea, Westbourne.  
 Evison, George W., 22, 3rd engineer, Brigg, Linc., exposure at time of wreck, Nov. 25, Black Sea, Westbourne.  
 Fabian, A., 27 or 24, A.B., Stettin, drowned, Nov. 24, off Dungeness, Sudbourn.  
 Fairly, Peter, 52, cook, Scotland, a fit from African fever, Nov. 26, Inverleith.  
 Fitzpatrick, Wm., 38, head fisherman, Scarborough, drowning, Nov. 29, Kirkwall Bay, Empress.  
 Flanagan, Patrick F., 37, cook, Belfast, found suffocated in his berth from the fumes of live coal, Dec. 13, Antwerp, Mozart.  
 Fleming, James, 40, Newfoundland, fever, July 8, sea, Earl of Zetland.  
 Fleming, Wm., 67, mate, Ireland, drowned, April 18, off Gravesend, Mary Ann.  
 Flynn, Patrick, 26, fireman, Cardiff, acute gastro enteritis, Oct. 21, Massowah, Egglestone Abbey.  
 Forbes, Isaac, 28, A.B., British, consumption, June 26, Clan Macpherson.  
 Foster, Fredk., 47, A.B., Montreal, heart disease, Nov. 28, Boston, U.S.A., Cephalonia.  
 Foxcroft, Edwd. Hilton, 17, apprentice, fishery, Birmingham, drowning, Dec. 16, North Sea, Ucal.  
 Francis, Edmund Farmer, 53, master, Northfleet, Kent, suffocation from fumes, Nov. 29, London, Essex.  
 Fraser, Harry, 23, A.B., Baltimore, N.S., knocked overboard, Dec. 10, sea, Coudoon.  
 Fraser, Hugh, 47, chief engineer, Inverness, accidentally killed by engines, sea, Ailsa Craig.

- Friston, Albert, 50, master, Alderton bronchitis, Feb. 26, 1890, sea, Lake Superior.
- Frude, Saml. John Burt, 20, fisherman, English, drowned, Dec. 18, sea, Coquette.
- Gardner, Wm. Hy., 49, phthisis, Sept. 18, Valparaiso, *Royal Alfred*.
- Gay, Wm., 57, sailmaker and seaman, London, April 23, sea, Serica.
- Gibbs, James, 21, boatswain (driving steam winch), British (London or Yarmouth), caught in winch, Dec. 1, St. George's Channel (25 miles off the Smalls), Euphates.
- Giles, Richd. James, 61, fisherman, Plymouth, vessel run down, Dec. 18, sea, Coquette.
- Gilmour, W., 19, O.S., Glasgow, cholera, Aug. 21, Sourabaya, Earl of Zetland.
- Goddard, W., 40, A.B., London, heart disease, April 4, sea, Ecclefechan.
- Godwin, Wm., 42, master, Wivenhoe, Essex, vessel missing, Nov. 13, off Spithead, Anna Helena.
- Gowans, Alexr., 53, fisherman, Gourdon, vessel swamped, Dec. 15, sea, Scottish Maid.
- Gowans, Hugh, 18, fisherman, Gourdon, vessel swamped, Dec. 15, sea, Scottish Maid.
- Graves, J., 32, general servant, Liverpool, heat apoplexy, Sept. 1, sea, Oroya.
- Gray, Thos., 21, assistant engineer, South Shields, vessel stranded, Oct. 20, sea, Troutbeck.
- Grealy, Eugene, 19, apprentice, Drogheda, Louth, remittent fever, Oct. 3, Calcutta, County of Roxburgh.
- Green, Joseph C., master, supposed drowned, Straits of Northumberland, Richard Thompson.
- Greenstreet, Richard, 55, fisherman, Lydd, vessel capsized, Nov. 22, off Dymchurch, Gold Seeker.
- Greenstreet, James Henry, 24, fisherman, Lydd, vessel capsized, Nov. 22, off Dymchurch, Gold Seeker.
- Grieve, Wm., 50, A.B., Leith, vessel wrecked, Nov. 7, off Bishops, Whitehall.
- Groves, John, 39, A.B., Liverpool, abscess of the liver, Sept. 19, Shanghai, Titan.
- Gyles, John, 40, boatswain and lamptrimmer, St. Ives, falling out of bed, Nov. 23, sea, Trenege's.
- Hamilton, Thos., master, drowned (boat capsized), Jan. 8, 1890, Clyde, Culdee.
- Handley or Handly, Thomas, 26, fireman, New Zealand, pneumonia, Dec. 3, Malta, Mascotte.
- Harper, William, 26, mate, Ayr, Scotland, small-pox, Aug. 26, sea, Carpasian.
- Harrison, Fulton, 20, 2nd mate, Antrim, drowned, Oct. 12, near Pictou, N.S., Melmerby.
- Harse, Charles, 35, steward and cook, London, drowned, Oct. 20, sea, Troutbeck.
- Harwood, John, 43, 1st engineer, Bolton, acute pleurisy, Nov. 14, sea, Mentana.
- Hasler, Frank, 25, A.B., London, vessel stranded, Oct. 18, off Brouwershaven, Dunrobin.
- Hawthorn, Robt., 34, master, Port William, N.B., drowned, Nov. 7, off Noxbreck, Jean Campbell.
- Heelan, Wm., 24, A.B., Cork, fell overboard, Oct. 9, sea, Argonaut.
- Halgeson, Henry, 24, A.B., Norwegian, probably a severe cold, Feb. 12, 1890, sea, Milverton.
- Hepton, John O., 45, seaman, Sunderland, fell into the hold, Dec. 13, Dunkerque, Mercator.
- Hetherington, George, 16, cook (first ship), Barrow, vessel missing since Nov. 6, off Isle of Man, Bridget Annie.
- Hill, Henry, 43, mate, Exeter, fell in dock and fatally injured, Nov. 18, Falmouth, Florence Miriam.
- Hill, Harry, 21, A.B., Gloucestershire, vessel missing since Nov. 6, sea, Glynn.
- Hill, John, 33, A.B. and lamptrimmer, Mumbles, drowned, Oct. 20, sea, Troutbeck.
- Hubard, Frederick, 42, A.B., London, vessel missing, Nov. 13, off Spithead, Anna Helena.
- Hughes, Richd., 23, A.B., Manchester, vessel stranded, Oct. 12, near Pictou, N.S., Melmerby.
- Hunter, Hugh, 43, 1st engineer, Ardrossan, vessel wrecked, Nov. 7, off Bishops, Whitehall.
- Hunter, Peter B., 33, 2nd engineer, Ardrossan, vessel wrecked, Nov. 7, off Bishops, Whitehall.
- Jackson, Wm., 19, 4th hand, English, drowned, Jan. 14, 1890, off Ramsay, Surprise.
- James, Wm., 46, cook, United States, inflammation of the bowels, Sept. 14, sea, Balkamah.
- Jamieson, W. J., 30, A.B., Cheltenham, red softening of the brain, Nov. 11, sea, Main.
- Jenson or Yanson, Peter, 53, fireman, Gothenburg, Sweden, fell overboard, Dec. 8, Leith Docks, Dunedin.
- Johan-en, Karl, 27, A.B., Norway, drowned, Oct. 12, near Pictou, N.S., Melmerby.
- Johns, C., 19, boy, London, diphtheria, May 2, "Port of London Hospital," Gravesend, *Juan* (dis. April 27).
- Johnson, J., 37, sailmaker, Norway, rupture, Aug. 16, Calcutta, Roby.
- Johnson, John, 22, A.B., Finland (fell overboard from fore topgallant yard) March 18, sea, Thurland Castle.
- Johnson, B., 25, A.B., Sweden, vessel foundered, Nov. 24, off Dungeness, Sudbourn.
- Johnson, W., 42, A.B., Abo, vessel foundered, Nov. 24, off Dungeness, Sudbourn.
- Johnstone, Wm. S., 48, 2nd mate, New York, falling over capstan, Sept. 12, Alexander Yeats.
- Jones, Evan, 30, 1st mate, Llangrannog, blood poisoning, Nov. 23, Copenhagen, Bedlington.
- Jones, Wm., 43, A.B., Manchester, hæmorrhage, Oct. 30, St. Helena, Blythwood.
- Jones, Edwd., 49, cook, Isle of Wight, bronchitis, Dec. 5, hospital, Palermo, Napier.
- Jones, Owen, 17, cook and seaman, Amlwch, suffocation, Nov. 23, Dieppe, Lary Neave.
- Jones, Henry, 24, A.B., Liverpool, drowned, Oct. 12, near Pictou, N.S., Melmerby.
- Jones, J., 47, carpenter, Astwich, cholera, Nov. 27, Calcutta, Mooltan.
- Jorgensen, C. A., 21, A.B., Denmark, vessel foundered, Nov. 24, off Dungeness, Sudbourn.
- Kennedy, John, 39, fisherman, Scotch, vessel capsized and foundered, Oct. 14, off Glensannox, Fanny.
- Kerr, John, 27, 2nd cook, Largs, heatstroke, Oct. 12, sea, City of Cambridge.
- Kettle, David, 30, 1st hand, Dover, Oct. 30, hospital, Dover, *Forget-me-not*.
- King, Henry, T. W., 21, 3rd engineer, Dublin, typhoid fever, Dec. 14, Colonial Hospital, Gibraltar, Homer.
- Kinloch, W., 47, 1st engineer, Forfar, vessel wrecked, Nov. 13, sea, off Corcubion, Derwentwater.
- Kinsella, Jas., 36, A.B., Waterford, pleurisy, Nov. 4, Savona, Falshaw.
- Kitching, Charles, 16, apprentice, Whithy, vessel missing, Nov. 13, off Spithead, Anna Helena.
- Kitchen, John, 20, A.B., Liverpool, drowned, Oct. 12, near Pictou, N.S., Melmerby.
- Lace, John, 43, boatswain, Isle of Man, apoplexy, Nov. 21, Chittagong, Sierra Miranda.
- Laidlow, Errington, 22, 3rd mate, Newcastle, Sept. 28, sea, Port Jackson.
- Lamont, John, 23, A.B., Liverpool, drowned, Aug. 20, Calcutta, Halewood.
- Lamond, Wm., 50, A.B., Aberdeen, falling overboard, Dec. 6, sea, City of Edinburgh.
- Langlands, John, 17, apprentice, Gateshead, vessel missing, Nov. 13, off Spithead, Anna Helena.
- Larsen, Nills, 21, A.B., Norway, vessel stranded, Oct. 12, near Pictou, N.S., Melmerby.
- Larsen, Ole, 24, A.B., Bergen, Norway, fell overboard, Nov. 17, sea, North Cambria.
- Lavender, Richard, 38, ballast heaver, London, vessel run down April 18, off Gravesend, Mary Ann.
- Lawrence, Samuel Wm., 23, master, Gloucestershire, vessel missing since Nov. 6, sea, Glyane.
- Lees, John, 28, engineer, Liverpool, suffocated by foul air, Oct. 19, West Coast of Africa, Wrestler.
- Lem, Otto, 34, A.B., Norwegian, consumption, Sept. 9, sea, Argonaut.
- Leslie, Wm., 22, assistant engineer, Inverness, fever, Oct. 23, sea, Glen Gelder.
- Lindall, Carl J., 51, master, Sweden, washed overboard, Nov. 7, sea, Vancouver.
- Llewellyn, Geo. Fred, 25, boatswain, British, dysentery, Nov. 24, St. Vincent.
- Loggie, Wm., 39, master, Peterhead, Dec. 14, sea, Nelly.
- Long, Michael, 35, A.B., Baldoyle, co. Dublin, fell overboard, Nov. 7, River Mersey, Elgin.
- Longstaff, John, 19, O.S., Stockton, vessel wrecked, Nov. 7, off Bishops, Whitehall.
- Lowe, J. H., 38, 2nd cook, Hampshire, chronic bronchitis; malignant hypertrophy of the liver, Nov. 29, sea, Dane.
- Ludquest, August, 25, O.S., Denmark, vessel missing, Nov. 13, off Spithead, Anna Helena.
- Lundqvist, Karl, 20, A.B., Sweden, vessel foundered, Nov. 24, off Dungeness, Sudbourn.
- Lynch, John, 23, A.B., East Hartlepool, liver disease, June 22, False Point, Holyrood.
- McArthur, C., 28, greaser, Plymouth, drowning (whilst bathing), Oct. 13, Port Augusta, S.A., Port Denison.
- McCarthy, John, 24, A.B., Lonth, Nov. 19, Lagos, *Alceator*. (Dis. Nov. 13.)
- McCartney, Daniel, 19, A.B., Greenock, drowned, Oct. 12, near Pictou, N.S., Melmerby.
- Macormick, Daniel, 17, O.S., Irish, fell from aloft overboard, Nov. 2, 3.30 a.m., Hutteress.
- McCourt or McCout, Joseph, 21, A.B., Liverpool, drowned, June 11, sea, Bawnmore.
- McDonald, John, 25, A.B., Glasgow, vessel stranded, Oct. 12, near Pictou, N.S., Melmerby.
- McInnes, Neil, 39, trimmer, Islay, congestion of lungs, Nov. 25, at sea, State of Georgia.
- McLaughlin, Henry, 30, A.B., Glasgow, washed overboard Nov. 7, sea, Vancouver.
- McLean, Daniel, 54, fisherman, Scotch, vessel, foundered Oct. 14, Fanny.
- McNamara, James, 45, sailmaker and A.B., Belfast, vessel stranded Oct. 12, near Pictou, N.S., Melmerby.
- McPherson, Samuel, 20, trimmer, Glasgow, supposed washed overboard Nov. 8, sea, Amarnythia.
- McSparran, Archibald, 46, master, Co. Antrim, vessel stranded Nov. 5, Tory Island, Elizabeth Roy.
- McSparran, Neil, 15, cook, Ardrossan, vessel stranded Nov. 5, Tory Island, Elizabeth Roy.
- Mahomed, 35, idiopathic tetanus, Aug. 21, Port Louis, Bittern.
- Manson, Chs., 39, March 3, sea, Annie Stafford.
- Marjoram, Richard Alfred, 24, man, fisherman, Ipswich, fell overboard, Dec. 5, sea, Lydia and Sellina.
- Markus, Sivert, *See* Murkison.
- Marsh, John, 47, steward, Bristol, drowned (vessel foundered by collision, total, Nov. 24, off Dungeness, Sudbourn).
- Merrett, Francis, Chs., 19, O.S., Gloucestershire, vessel missing since Nov. 6, sea, Glynn.
- Midgley, Wm., 36, cook, Midop, Yorkshire, fever, Oct. 15, Akassa, Glen Gelder.
- Mills, John Arthur, 17, cook, Cambridge, fell overboard, Dec. 19, sea, Jane Stephenson.
- Mintram, Wm., 38, fireman, Southampton, exposure, Nov. 25, Black Sea, Westbourne.
- Mitchell, Alf., 46, fireman, Leeds, vessel wrecked, Nov. 7, off Bishops, Whitehall.
- Mitchell, Thos., 43, purser, Bradford, consumption, Oct. 31, sea, Asia.
- Moll, M., 31, fireman, German, drowned, July 19, sea, Hampshire.
- Monrovia, B., 29, trimmer, Sierra Leone, Sept. 7, sea, Lualaba.
- Monteith, Wm., 18 or 16, O.S., Maitland, N.S., washed off when furling flying jib, Nov. 23, sea, Gloaming.
- Moran, Michael, 39, A.B., Liverpool, Aug. 2, sea, Craigiefa.
- Murkison or Markusu, Sivert, 23, A.B., Norway, phthisis, July 3, Valparaiso, Garelock.
- Murray, Wm., 46, steward, London, vessel wrecked, Nov. 7, off Bishops, Whitehall.
- Myleran, John, 44, mate, Isle of Man, inflammation of bowels, Aug. 10, sea, Sylvan.
- Neil, John, 18, 2nd hand, Port William, N.B., drowned, Nov. 7, Noxbreck, Jean Campbell.
- Newall, Ernest, 19, O.S., English, Suffolk, drowned (supposed), Dec. 13, Parkeston Quay, Norwich.
- Norton, John, 30, 2nd hand, Newhaven, vessel falling on him while she was on gridiron, Oct. 14, Royal Dock Basin, Grimsby, Queen Victoria.
- Olesen, Martin, 53, master, Borridge, Denmark, drowned, Oct. 12, near Pictou, N.S., Melmerby.
- Olsson, A., 24, A.B., Sweden, vessel foundered, Nov. 24, off Dungeness, Sudbourn.
- Olsen, Jacob, 25, Norway, heart disease, May 21, sea, Hospodar.
- O'Neill, John, 59, mate, Co. Antrim, vessel stranded, Nov. 5, Tory Island, Elizabeth Roy.
- O'Neill, Hugh, 40, carpenter, Co. Antrim, exposure at time of wreck, Nov. 25, sea, Westbourne.
- Overton, Fred., 17, boy, Manchester, vessel stranded, Nov. 7, off Noxbreck, Jean Campbell.
- Page, James, 24, A.B., St. Kitts, Nov. 21, Dec.
- Parkes, John, 22, A.B., British, accidentally fell into dock, Dec. 6, Antwerp, Shildon.
- Parkinson, George, 36, fireman, English, boat capsized, Nov. 29, Kirkwall Bay, Empress.
- Parry, Henry, 43, A.B., Conway, cancer of stomach, July 20, Valparaiso, Beechwood.
- Patterson, Arthur, 22, deck hand, Grimsby, Lincolnshire, drowning in collision, Dec. 14, sea, Urania.
- Pearce, Saml., 23, fireman, South Shields, exposure at time of wreck, Nov. 25, Black Sea, Westbourne.
- Pegden, Nicholas E., 39, 1st engineer, Hull, exposure at time of wreck, Nov. 25, Black Sea, Westbourne.
- Pestell, Charles, 30, 2nd hand, Somerton, in Norfolk, washed overboard, Dec. 1, North Sea, Good Hope.
- Peter, Siemon, 43, A.B., German, bronchitis, June 26, sea, First Lancashire.
- Piper, George, 32, 3rd mate, British (Newbury), bursting blood vessel, Nov. 21, London (after leaving ship), Strabo.
- Plenoe, Allan, 20, fireman, Newport, exposure, Nov. 25, Black Sea, Westbourne.
- Pockman, James, 18, O.S., London, fell overboard, Oct. 4, sea, Lizzie Curry.
- Pope, Jacob, 49, A.B., Flushing, Cornwall, exposure, Nov. 25, Black Sea, Westbourne.
- Potts, Thos., 47, donkeyman, South Shields, vessel wrecked, Nov. 7, off Bishops, Whitehall.
- Price, John, 50, Wales, supposed consumption, June 22, sea, Mary McMaster.
- Quigg, Wm. John, 36, fireman, Belfast, fell overboard, Dec. 22, East Greenwich, John McIntyre.



Ratcliffe, Henry, 33, O.S., Liverpool, vessel missing, since Nov. 6, off Isle of Man, Bridget Annie.  
 Rees, John, 45, lamptrimmer, Dorchester, tumour on the brain, Dec. 3, Portsmouth, *Lusitania*.  
 Reid, Wm., 53, A.B., Dublin, vessel wrecked, Nov. 7, off Bishops, Whitehall.  
 Ribton, C., 43, mate, London, vessel wrecked, Nov. 7, off Bishops, Whitehall.  
 Richards, Fredk. Geo., 35, master, Hastings, July 3, Rangoon, *Syriam*.  
 Roberts, Thos., 18, O.S., Manchester, suffocation (forecastle on fire), Nov. 23, Dieppe, Lady Neave.  
 Rogers, Alexr. Geo. Rose, 28, 4th mate, Acklam, Yorkshire, Aug. 7, European General Hospital, Bombay, Himalaya.  
 Rolfe, John, 55, sailmaker, Higham, vessel foundered, Nov. 24, off Dungeness, Sudbourn.  
 Rowden, Robt., 27, skipper, Irish, fell overboard, Dec. 4, sea, Naomi.  
 Rowe, James, 41, master, Devonport, consumption, Feb. 26, 1890, sea, Wileysike.  
 Shaw, Peter, 23, fireman, Liverpool, fell into dock, Dec. 14, Surrey Commercial Docks, Madeline.  
 Shannon, James, 27, donkeyman, Port Glasgow, drowned (while going on board), Nov. 27, Queen's Dock, Glasgow, Mandarin.  
 Sharp, John, 20, cook and engineer's steward, Hull, vessel wrecked, Nov. 7, off Bishops, Whitehall.  
 Shelleth, James, 44, steward, Liverpool, small-pox, April 30, sea, Hospodar.  
 Shears, John, 24, A.B., British, apoplexy, Nov. 13, sea, Sarah and Emma.  
 Silburn, Wm. Chitney, 18, boy, Harwich, Essex, fell overboard, Dec. 5, River Colne, Startled Fawn.  
 Sillick, Wm., 21, trimmer, Hants, rheumatic fever, Oct. 19, sea, Tamar.  
 Simpson, Wm., 15, fisher boy, English, vessel run down, Dec. 18, sea, Coquette.  
 Sinclair, Archibald, sunstroke, Oct. 15, Geraldton, Australind.  
 Smith, John, 58, mate, Corn Collum, Beri beri, June 15, Deshero, Santa Catharina, Lord Reidhaven.  
 Smith, John, 31, A.B., Stornoway, vessel wrecked, Nov. 7, off Bishops, Whitehall.  
 Smith, Saml., 36, A.B., Liverpool, drowned, Nov. 9, sea, Cumberland.  
 Smith, Thomas, 53, 1st master, Staffordshire, heart disease, July 16, Cosmopolitan Dock, Hong Kong, Kin Kiang.  
 Speilerman, Sufus, 46, A.B., Danish, crushed while in a boat, between two vessels during a squall, Dec. 3, Tyne, Vildosala.  
 Steele, Thomas, 29, trimmer, British, apoplectic fit, Nov. 23, Ontario.  
 Stephenson, Thomas, 58, pilot, British, vessel foundered, Nov. 24, off the Tyne, Try Again.  
 Stewart, George, 30, fireman, Dundee, injuries received in ship's service, Dec. 7, General Hospital, Barcelona, Garnet.  
 Stillard, J., 15, mess-room steward, Bristol, exposure at time of wreck, Nov. 25, Black Sea, Westbourne.  
 Stonhold, Wm., 35, mate, Wivel hoo, vessel missing, Nov. 13, off Spithead, Anna Helena.  
 Strachan, James, 26, 2nd engineer, Liverpool, found suffocated in his berth from the fumes of live coal, Dec. 13, Antwerp, Mozart.  
 Strick, Thos., 56, mate, Dublin, drowned (when swimming from shore to ship), Dec. 19, 1889, La Guaira, Calder.  
 Stubbs, Alfred, 18, O.S., Gloucester, washed overboard, Nov. 5, sea, Dora Forster.  
 Suttie, Thomas Kirby, 30, master, North Shields, boat capsized when returning to vessel at night, Nov. 29, Kirkwall Bay, Empress.  
 Swinkelz or Swinkels, T. C., 46, A.B., Rotterdam, Sept. 18, sea, Chinsura.  
 Symes, Charles, 39, steward, Wallington, Oct. 27, Santos, Swedish Prince.  
 Taylor, Wm., 48, Oct. 14, Hong Kong, Constance.  
 Thomas, Thos. Henry, 17, apprentice, Mumbles, fell overboard, Dec. 6, sea, Glance.  
 Thompson, Archibald, 44, mate, Larne, Glynn, vessel foundered, Nov. 6, Giant's Causeway, William and Mary.  
 Thompson, Hy., 40, A.B., Barrow, vessel wrecked, Nov. 7, off Bishops, Whitehall.  
 Tillotson, Charles, 24, 2nd hand, Bradford, vessel sunk by collision, Nov. 24, sea, Baywreath.  
 Tobiasson, T., 28, A.B., Norway, drowned, Oct. 27, Calcutta, Finmore.  
 Trickey, Jas., 44, 1st mate, Brixham, exposure at time of wreck, Nov. 25, Black Sea, Westbourne.  
 Tropman, Henry, 20, A.B. (Lascar on native agreement), Cape of Good Hope, drowning, Sept. 30, sea, Albany.  
 Tucker, Wm. Jos., 21, 3rd mate, Plymouth, fell overboard from mainyard, June 20 or 21 sea, Duleep Singh.  
 Tyrrell, James, 22, mate, Arklow, vessel lost with all hands (missing), about Nov. 6, supposed entrance to Chester River, Royal William.

Troy, Patrick, 36, Waterford, drowning, Dec. 4, Granville, Honfleur.  
 Tyrrell, Thomas, 50, master, Arklow, vessel lost with all hands (missing), about Nov. 6, supposed entrance to Chester River, Royal William.  
 Unknown (three), supposed drowned by total stranding of vessel, Straits of Northumberland, Richard Thompson.  
 Unknown (four), vessel foundered, Nov. 9, Pictou, Ont., Ocean Wave.  
 Unknown (ten), vessel stranded, Sept. 22, Leechoo Islands, Lizzie C. Troop.  
 Vickers, Wm., 44, lamptrimmer, Lynn, fell down hold, Nov. 20, Greenwich Hospital, Boston.  
 Viney, Frederick, 40, cook, London, exposure, Nov. 25, Black Sea, Westbourne.  
 Vint, Saml., 18, cook, Donaghadee, vessel lost, Nov. 7, West Hoyle Bank, James Stonard.  
 Virgo, F., 33, Sept. 11, sea, Abyssinia.  
 Voyce, James, 48, steward, London, vessel wrecked, Nov. 13, sea, Derwentwater.  
 Walker, Geo., 19, O.S., British, accidental, Dec. 4, March.  
 Walker, Wm., 29, Birkenhead, drowning, Nov. 28, Britonferry River, Rapid.  
 Walkley, Geo., 50, mate, Gloucestershire, vessel missing since Nov. 6, sea, Glynn.  
 Waydin, George, 53, A.B., London, exposure, Nov. 25, Black Sea, Westbourne.  
 Webb, W., 19, O.S., London, fell from aloft, Oct. 27, Habitant.  
 White, James, 27, Cardiff, accident, Dec. 21, Southampton, Jane.  
 Williams, Henry, 22, 3rd hand fisherman, Derby, Nov. 29, River Humber, Pinta.  
 Williams, Richd., 50, A.B. and quartermaster, Bishopstone, old age and general breaking up of the constitution, Sept. 12, sea, New York.  
 Wilson, George, 36, fireman, Bristol, Aug. 12, sea, Glen Gelder.  
 Wishart, Sinclair J., 19, A.B., Scotch, drowning (fell from gangway on pier accidentally), Dec. 5, Courtmarsherry, co. Cork, Amazon.  
 Worral, John, 18, ballast heaver, London, vessel run down, April 14, off Gravesend, Mary Ann.  
 Wyatt, H., 20, engineer's steward, London, fell into dock, Dec. 9, Docks, London, Dunrobin Castle.  
 Yanson, Peter. See Jensen, Peter.  
 Young, David, 23, apprentice (pilot), Bristol, vessel foundered, Nov. 24, off the Tyne, Try Again.

### IN THE DOG WATCH.

From the Shipwrecked Fishermen's and Mariners' Royal Benevolent Society, which has its chief office at the Sailors' Home, Well-street, London, we have received since our remarks last week a circular stating that its objects are:—

- (1) To render necessary assistance, and board, lodge, clothe, and forward home, all shipwrecked fishermen, mariners, etc., or other poor persons, of all nations, cast destitute upon the coasts.
- (2) To relieve fishermen, mariners, etc., members of the Society, for loss by shipwreck, storm, or other accidents of the sea, and otherwise in their need and extremity; and also to relieve their widows and orphans, etc.
- (3) To administer relief to others, and those dependent on them, of the seafaring classes for whose benefit the Society was instituted and designed, although not members of the Society, according to the circumstances of the case, etc.
- (4) To grant gold and silver medals, and other honorary or pecuniary rewards, for heroic or praiseworthy exertions to save life, from shipwreck, etc., on the high seas, or coasts of India and the Colonies.
- (5) To undertake or promote any other objects, designs, or purposes of a benevolent character, for the benefit and welfare of the seafaring classes generally.

Very excellent and commendable all these objects certainly are, and that this Society has done admirable work in organising immediate relief to the distressed, is well known. Nevertheless, we must still maintain that it is unjust to reward a shipmaster who decides that his crew shall rescue others from danger, and to let such of his crew as volunteer for the actual work go unrewarded. That such a captain

should have no reward, we do not say. His humanity and courage displayed in deciding on the rescue at risk to his ship, and therefore himself, is most laudable and may well be rewarded. But we do say that it is unjust to reward only him and not the men, who, at incomparably much greater peril to their lives, rescue others.

But we learn from a letter from the secretary of the Society referred to, that the money presented to the captain and mate of the *Stag*, mentioned in last week's SEAFARING, was not really awarded by that Society at all. It merely acted in the matter as trustee in carrying out the intentions of a gentleman, who had placed at its disposal money for the specific object of giving £16 to the captain and £4 to the chief mate of certain rescuing ships. Moreover, the crew, we hear, were otherwise rewarded. All this we are glad to learn and to make public, as anything tending to weaken public confidence in so admirable an Institution is to be deplored.

Whether Sadler, the fireman, who is charged with the latest Whitechapel murder, is guilty or not, is not our point at present. What we desire to call attention to is that the evidence showed that Sadler on coming ashore got into very bad company, and that although he had some £5 due to him he could not obtain the few coppers necessary to pay for a bed in the poorest lodging-houses. He should not have got drunk and got into such company, it will be said, and quite truly. But it is equally true that the things which they ought not to have done are just the things that most people are prone to do, and seafaring men who have just landed are prone to go about drinking in bad company, not because they are worse than other men, but in most cases because nobody but prostitutes and crimps, whose interest it is to make and keep them drunk, meet them when they land as strangers.

All this might be changed, and ought to be. Hard as it may be for a seaman to believe—as it is contrary to most of his experience—there actually are honest and decent people ashore, and such are the people who should welcome him, instead of the vermin who do.

In some of the American ports the Christian Associations bid the stranger seaman welcome, and keep him out of bad company. In this country Christian associations don't display so much Christianity. Whether there are shore folk who believe that seamen have no souls, we are not aware. But we do know that dozens of prosperous tradesmen, who would feel grossly insulted if called ignorant, have an idea that a seaman is a sort of amphibious animal, different to a human being. Many of these persons are even unable to grasp the fact that seamen use clothing, soap, matches, medicine, and the various other commodities regarded as necessary by the average working man.

That a seaman has a soul is, however, so far recognised that there exist churches and missions for him, but they lack either the machinery or the will to do what is wanted, and so the work remains to be done. Yet there is no lack of energy in exporting "measles, tracts, and gin."

# SEAFARING MEN SHOULD JOIN WITHOUT DELAY, AS SHIPOWNERS ARE TRYING TO CRUSH THE SAILORS' AND FIREMEN'S UNION

Great Britain, Ireland & other Nations.  
Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:  
**SAMUEL PLIMSOLL, Esq.**

Among the chief objects of this powerful Union are:—

- To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

**AARHUS.**—F. T. Lehmann, Norregade No. 21.

**ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

**AMBLE.**—G. H. Guthrie, 27, Broomhall-street, via Acklington.

**AMSTERDAM.**—H. Wienhuizen, Waterloo Plain, secretary.

**ANTWERP.**—

**ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.

**ARDROSSAN.**—W. Galbraith, 59, Glasgow-street.

**ARKLOW.**—P. Bolger, Main-street.

**BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

**BARRY DOCK.**—J. Harrison, 34, Sydenham-st., near Shipping Office, Barry Dock, sec.; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadoxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.

**BELFAST.**—R. Price, 41, Queen-square.

**BIRKENHEAD.**—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.

**BLUTH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Bluth.

**BO'NESS.**—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.

**BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.

**BREMENHAVEN.**—F. Fintchens, Buergermeister, Sinit Strasse, secretary.

**BRISTOL.**—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.

**BURNTISLAND.**—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.

**CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary. Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.

**COPENHAGEN.**—Victor Backe, secretary, Scandinavian Department Office, Ostergade 32 Thalia; postal address, 10, Classensgade, Copenhagen; telegraph address, "Victor, Copenhagen." Meeting, Wednesday evening.

**CORK.**—Michael Austin, 6, Patrick-street.

**DOVER.**—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.

**DROGHEDA.**—Thos. McKevitt, Quay-st., Dundalk, sec. Agent in Drogheda, T. Fitzgerald, 6, North Quay, Drogheda. Meeting, Friday, 7.30 p.m.

**DUBLIN.**—M. Balger, 50, Seville-place, Meeting, Friday, 7.30.

**DUMBARTON.**—J. McNee, Kirk-street, agent.

**DUNDALK.**—Thos. McKevitt, Quay-street, secretary. Meeting, Tuesday and Thursday.

**DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Duxter, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

**DUNGARVAN.**—P. Power, 5, St. Mary-street.

**FLEETWOOD.**—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

**GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday 7.30, at 102, Maxwell-street. Telephone 3184.

**GOOLE.**—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.

**GOTHENBURG.**—C. S. Neilson, Bangatan 21, 6:te uppgangen, 3:dje våningen, Majorna.

**GRANGEMOUTH.**—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.

**GRAVESEND.**—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

**GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

**GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

**GREAT YARMOUTH.**—Charles Albrough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.

**GREENOCK.**—G. McNaught, 16, East India Breast.

**HAMBURG.**—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.

**HARWICH.**—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

**HULL.**—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. Office, 11, Posterngate. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.

**KING'S LYNN.**—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.

**LEITH.**—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meeting Tuesday, at 7.30 p.m., Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.

**LIMERICK.**—W. McMillian, sec., 24, Windmill-st.

**LIVERPOOL (Branch No. 1).**—S. G. Brown, Malakoff Hall, Cleveland-square, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

**LIVERPOOL (Branch No. 2).**—T. Connerty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

**LIVERPOOL (Branch No. 3).**—J. Conway, 19, Stanhope-street, South Docks.

**LIVERPOOL (Branch No. 4).**—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.

**LIVERPOOL (Tug and Ferryboat Branch).**—Meeting Malakoff Hall, Cleveland-sq., Wednesday evening, 6.30. Delegate, J. Roscoe.

**LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 2, Chichester Villas; Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. It. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.

**LONDON (Tidal Basin).**—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.

**LONDON (Tower Hill).**—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11,167.

**LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E. secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A. LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.

**LONDON (Tug-Boat Branch).**—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

**LONDONDEBERRY.**—A. O'Hea, 27, William-street.

**LOWESTOFT.**—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.

**MALMO.**—Axel Danielson, Nörrregation No. 33.

**MARYPORT.**—J. Smith Elliott-yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.

**METHIL.**—Wm. Walker, Commercial-street.

**MIDDLESBRO.**—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.

**MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

**NEWCASTLE-ON-TYNE.**—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

**NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

**NEWRY.**—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.

**PETERHEAD.**—T. D. Rennie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.

**PENARTH.**—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; E. G. Amble, 26, Olive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

**PLYMOUTH.**—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Nottle-st., sec.; F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.

**PORT GLASGOW.**—G. McNaught, 16, East India Breast, Greenock.

**PORTSMOUTH.**—W. Thorburn, 38, St. John's-road, Threatham.

**ROTTERDAM (Holland).**—J. R. de Vries, secretary. Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.

**RUNCORN.**—T. H. Thompson, Waterloo Hotel, Twp Locks, agent.

**SEAHAH HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

**SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; solicitor, R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

**SHIELDS (North).**—George Cowie, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks Esq., solicitor. Meeting, Monday, 6.30 p.m.

**SOUTHAMPTON.**—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

**STOCKTON-ON-TEES.**—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

**SUNDERLAND.**—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.

**SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st.

**WALLSEND.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.

**WATERFORD.**—J. Ayton, 82, Quay.

**WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.

**WEXFORD.**—P. O. Dwyer, Main-street.

**WICKLOW.**—Thomas Gregory, Main-street.

**WHITBY.**—Paul Stamp, agent, Fleece Inn.

**WHITSTABLE.**—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.

**WHITEHAVEN.** } John Smith, Maryport.

**WORKINGTON.** }

**YOUGHAL.**—J. Collins, Braun-street.



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**NORTH OF ENGLAND SAILORS' &**  
**FIREMEN'S ASSOCIATION.**

HEAD OFFICE:

*Central Coffee Tavern, High Street West,*  
**SUNDERLAND.**

General Secretary, **H. FRIEND.**

**BRANCHES.**

SOUTH SHIELDS, 6, Commercial-road, Mill Dam;  
 E. Cathery, Branch Secretary.

TYNE DOCK, 26, Redhead's-buildings.

NORTH SHIELDS, 27, Duke-street; J. R. G. King,

Branch Secretary; A. Rutherford, District Sec.

Members of the above Association can

pay their contributions at any of the above

Offices, or at any Branch of the Amalgamated

Sailors' and Firemen's Union of Great Britain,

Ireland, and other Nations.

By Order,

H. FRIEND, General Secretary.

**TO CORRESPONDENTS.**

Correspondents must write on one side of the

paper only anything meant for publication, and

address, not to 36-40, Whitefriars-street, but to

150, Minories, London, E. All communications

should be addressed to ARCHIBALD COWIE,

SEAFARING Office, 150, Minories, London,

E., to whom all remittances must be made pay-

able. (Post Office Orders at Minories, London,

E.) The Editor declines all responsibility

for rejected manuscripts, although when stamps

are enclosed he will endeavour to return such

matter as he may be unable to use.

## NOTICES.

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## SAILORS' AND FIREMEN'S UNION NOTICES.

### LEVIES.

TO BRANCH SECRETARIES.

The following Branches have unanimously resolved to make a levy of 10s. upon each member for a special fund for strike purposes, whereby each member who so contributes will be entitled to 8s. per week in addition to the strike pay sanctioned by the rules. Branch secretaries are therefore requested to at once collect the levy from all members of Branches which have passed the resolution in favour of the same:—

Aberdeen  
 Arbroath  
 Barry  
 Birkenhead  
 Blyth  
 Bootle  
 Bristol  
 Cardiff  
 Deptford & Rotherhithe  
 Drogheda  
 Dublin  
 Dundalk  
 Dundee  
 Goole  
 Grangemouth  
 Green's Home  
 Grimsby  
 Hull  
 King's Lynn  
 Liverpool

London, all Branches  
 Londonderry  
 Middlesbro'  
 Montrose  
 Newcastle-on-Tyne  
 Newport  
 Newry  
 Peterhead  
 Plymouth  
 Seaham Harbour  
 Shields (North)  
 Shields (South)  
 Stockton  
 Sunderland  
 Swansea  
 Tidal Basin  
 Tower Hill  
 West Hartlepool  
 Whitby

Levies from non-local members should be specially marked on the non-local receipts, and remitted each week with non-local moneys. Levies collected from local members should also be remitted to Head Office each week, and entered on the income and expenditure sides of weekly returns.

Any Branch which may not already have decided upon the levy, can do so by passing a resolution in favour of the same, and forwarding it to me, whereupon the names of such Branches will be inserted in the above list.—By Order, J. H. WILSON, General Secretary.

All the London Branches have unanimously adopted the Levy, also the 6d. per week contribution.

**TO SECRETARIES AND DELEGATES.**

The following is a list of vessels which have shipped Federation or blackleg crews: s.s. *Bernicia*, s.s. *Newminster*, and s.s. *Beeswing*, and colliers *Zadne*, *Endavour*, *Irthington*, *Andalusia*, *Corfen*, *Manitoba*. All members are requested to give them a wide berth until the owners concede our demands.—By Order of the Executive Council.

### BRANCH SECRETARIES

Are requested to send to SEAFARING the names of all vessels in which "Free Labour" crews are engaged, in order that Union men may beware of them.—By Order, J. H. WILSON, General Secretary.

### BOOTLE BRANCH.

The mother of P. Doyle, 1,638, Bootle Branch, will be glad to hear any news of him at 105, Bangor-street, Bootle, near Liverpool.

This Branch has removed to 133, Derby-road, Bootle, Liverpool.

### DUNDALK BRANCH.

Secretaries giving new cards to any members of Dundalk, Drogheda, or Newry Branches will please send for their correct number and Branch to THOS. McKEVITT, Quay-street, Dundalk, Secretary.

### DUBLIN BRANCH.

Branch Secretaries are requested to watch the s.s. *Blackwater* and brigs *Xanthus* and *Atroy*, as none but non-Union men are engaged in this employ.

Stephen Sims, Nos. 1161 and 674, of this Branch, has been expelled for going in on the Fishermen's Strike.—MICHAEL BOLGER, Secretary.

### DUNDEE BRANCH.

Subscription Sale in aid of the Banner Fund of the above Union. Over 50 Prizes. Tickets 3d. each, to be had from all Branch Secretaries. Drawing to take place on Saturday, June 27, 1891, in Mariners' Hall, Candle-lane. The Winning numbers will be advertised in SEAFARING, also in local papers, the following week.—C. W. MILLAR, Secretary.

### GARSTON DISPUTE.

All sailors and firemen are requested to keep away from Garston pending a settlement of the present struggle.—WM. NICHOLSON, District Sec.

### LIVERPOOL (Tugboat) BRANCH.

All Tagmen are desired to keep away from Liverpool during dispute with Liverpool tug-owners. Union Sailors and Firemen keep this in mind.—SAMUEL G. BROWN, Secretary.

### MIDDLESBRO' BRANCH.

At the general meeting of this Branch, held Feb. 3, 1891, it was decided that all members of this Branch be allowed until June 30, 1891, to pay the Strike Levy, and that if not paid by the end of June, that it be entered as contributions against them.—GEO. CATHEY, Secretary.

### ROTHERHITHE BRANCH.

Members of the Deptford Branch are requested to pay up their entrance fees and contributions at once, also the 10s. levy. Any member not complying with this notice will be fined accordingly.—C. WYKES, Secretary.

### SOUTH SHIELDS BRANCH.

Branch Secretaries are requested not to pay any Shipwreck Claims for this Branch without writing or telegraphing to D. CLEMENT, Secretary.

### UNION MEN PLEASE HELP THE DUNDALK, DROGHEDA, AND NEWRY BANNER FUND.

In aid of a Fund to provide a Banner for these Branches, on Monday, March 23, the following prizes will be drawn for:—1st prize, Silk Worked Picture (by a member), worth £4; 2nd prize, Silver Medal (enamelled); 3rd prize, Silver Medal (plain). Tickets, 6d. each, may be had from the Secretary, Mr. McKEVITT, or at SEAFARING Office. The winning numbers will be advertised in SEAFARING after the draw, and winners can, if they choose, have the value of the prize they win in money.—THOS. McKEVITT, Secretary.

### TO RELATIVES OF THE CREW OF THE "CAMPERDOWN."

The Next of Kin to Roderick McLeod, F. Meyerhoff, Andrew Smith, Dan Butler, and Solomon Melville, members of the crew of the above ship, which sailed from Barry May 5, and was last heard of at Simon's Town in August last, may, on application to Mr. John Gardner, West Butte-street, Cardiff, hear of something to their advantage.

## FEDERATION of LABOUR.

### ALL SKILLED AND UNSKILLED LABOURERS

ARE REQUESTED TO

### KEEP AWAY

FROM

### SOUTH WALES

(ESPECIALLY CARDIFF)

OWING TO

### GENERAL STRIKE

OF SEAMEN AND DOCK LABOURERS.

By Order of Strike Committee.

Feb. 6, 1891.

Communications arriving so late  
 as Thursday cannot be guaranteed  
 insertion.

## Seafaring.

SATURDAY, FEBRUARY 21, 1891.

### BLACKLEGS BEWARE!

Much is said in the capitalist papers of the excellent treatment received by those who work for the Shipowners' Federation. Yet the fact remains that Captain Armit resigned his post of labour master to that body for reasons—by no means creditable to the shipowners—stated in a letter of his

which we printed some weeks ago. Captain Armit was so badly treated he would not stay.

From a circular issued to the members of the Society of which Captain Armit is the organising secretary, it appears that another official, Mr. J. W. Dennis, left the same day owing to the Federation having broken their contract with him. In the same circular, signed by Captain Armit, we further read:—"My resignation having been accepted, I again brought the complaints, made to me by the men on board the *Scotland*, to the notice of the Executive of the Shipping Federation. Being unable to obtain any redress of the grievances complained of, I instructed the solicitor to our Union to lay the complaints officially before the Federation. This was done in the following letter:—[Copy]:—"14th Jan., 1891. Dear Sir,—As solicitor for the General Labour Union, I have to call your attention to the complaints of the men now under the employ of the Shipping Federation and which constitute not only a breach of the conditions upon which the men were taken into your employ but a most serious inconvenience to the men and which they require to be immediately remedied. The following are the chief causes of complaint as given in the words of the men:—*Beer*.—The men have received but one half their allowance of beer and that bad at best. *Butter*.—Butter has not been served out for three days last week. *Pudding*.—The pudding is unfit for food, sample herewith. *Railway Fare from Lydd, etc.*—The men who came from Lydd, Old Romney, New Romney, etc., have not been paid this fare up as agreed. *Detention of Money*.—The Federation has each week detained 5s. from each man's wages instead of paying them all 30s. a week clear money. *Overtime money not properly paid*.—Many men complain that they have not been paid for a large number of hours worked by them overtime. I may also mention that there is a serious cause of complaint on account of the want of a bath house as directed by the Medical Officer of Health and the laying on of hot water. Awaiting your reply, I am, yours faithfully, GRAHAM GORDON. To G. A. Laws, Esq.,—101, Leadenhall-street, E.C., 15th Jan., 1891. General Labour Union. Dear Sir,—Your letter dated the 13th inst., and written on behalf of the above Union addressed to Mr. G. A. Laws has been handed to us. We do not quite understand the circumstances under which the Union are concerned with our client's employees. Our client instructs us to deny the correctness of the assertions made in the letter. —Yours truly, BOTTERELL & ROCHE. Graham Gordon, Esq., 16, Glasshouse-street, Regent-street, W. I have been informed that immediately on the receipt of our solicitor's letter by the Executive of the Shipping Federation, certain instructions were at once sent to the persons in charge of the *Scotland*. That the grievances of the men were ordered to be redressed. That a meeting of the men on board, presided over by Mr. Linard, jun., was then held, at which it was attempted to discredit this Union; and that, after the meeting, Mr. Alfred Gibbs, Mr. Thomas Barber and Mr. John Oliver, delegates of this Union acting as under-foremen on board the *Scotland*, under three monthly agreements with the Shipping Federation, were summarily dismissed on the childish plea that they had carried information to me, your organising secretary; it being

well known that on the 3rd day of January I had taken under-foreman Fred Sisley to the office of the Federation, that he might, on behalf of the men, lay the complaints before his employers. As there are some 150 members of the Union on board the *Scotland* who have signed an agreement to serve the Shipping Federation for a term of three months certain, the agreement to be determined thereafter on either party giving to the other 'one week's notice in writing,' I have deemed it my duty to make 'test cases' of the breach of contract with Messrs. Dennis, Gibbs and Barber, on the part of the Federation." Here we see a pretty quarrel between the Shipowners' Federation and the officers and men they are supposed to treat so liberally, but who are evidently very far indeed from being contented—so far, in fact, that the persons in danger of being seduced by the shipowners' tempting offers into taking the place of Union men on strike would do well to think of the experience of those who, having worked under the Shipowners' Federation, ought to know how that generous body treats those whom it employs.

## NAUTICAL NEWS.

THE steamer *West Indian*—respecting which there were some fears—has arrived safely at Sandy Point, Straits of Magellan.

A LARGE sum of money will be asked for to improve the wages of the various classes of Government dockyard men.

A NEW lifeboat station has been established at Bohnsack, near Dantzic, by the German Society for the Rescue of Shipwrecked Mariners.

AT Glasgow a seaman named Reardon has been sentenced to 60 days' imprisonment for assaulting a man named M'Rae, who went into the office of the Shipping Federation to sign on.

THE total amount collected for the *Serpent* Relief Fund has reached £11,300, of which sum between £300 and £400 has already been distributed, in cases requiring immediate relief.

IN answer to an interrogation in the House of Commons, Sir Michael Hicks Beach has said he was not in a position to furnish a return of accidents at Garston Docks during the last twelve weeks.

THE *Marine Journal* (New York) says that at least a thousand men are sent to eternity every year in British coffins—tramp steamers engaged in the Atlantic cattle trade, which are "the product of underpaid degraded labour."

THE Board of Trade have awarded their bronze medal for gallantry in saving life at sea to Jas. R. Simpson, of the steamship *Urania*, of Grimsby, in recognition of his services in rescuing, at much risk, the first engineer of that vessel, who fell overboard in assisting to launch the vessel's boat on Dec. 14 last.

THE following gentlemen have been appointed sub-lieutenants in the Naval Reserve, viz.:—John Cooper Dodd, Richd. Welbourn Padgett, Duncan Chas. Macintyre, Hugh Graham Moore, Arthur James Coleman, Isaac Robert Jones, Charles Henry Ryder, Leslie Parker Scott, Oliver Lawrence Beck, Nicholas Purden Pollock.

THE Board of Trade inquiry into the loss of the Wilson Line steamer *Quito*, which stranded in the Cattegat on Jan. 13, has been concluded at Hull. The Court found that the master, Captain Turner, was in default, but having regard to the circumstances of the case generally, refrained from dealing with his certificate.

THE inquiry into the stranding of the *County of Salop*, s., has resulted as follows:—The court considered the master and chief officer both in default. They had taken into consideration the state of the captain's health and his previous good character, but felt bound to suspend his certificate for three calendar months, taking effect from the expiration of the suspension in the case of the stranding in the Gulf of Suez on July 10 last. They suspended the chief mate's certificate for three calendar months.

## SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

### LONDON DISTRICT.

A crowded meeting of the members of the London Branches was held at the Schoolroom, Plimsoll-street, Poplar, on Wednesday afternoon, Feb. 18, Mr. Smith (Tidal Basin) presided. Mr. Walsh reviewed the position of affairs in London, and also at some length explained the action the combined trades intended to take in the matter, and how far he would recommend the seamen should meet the Shipping Federation, with a view to settle the present difficulties in London. After some discussion it was moved by Mr. Wm. Yule, and seconded by Mr. Carlos, "That this meeting approve of the action taken by Mr. Walsh, London district secretary, to bring about a settlement of the present difficulty."

At the Tidal Basin Branch meeting, Feb. 13, Bro. Smith in the chair, the members enrolled during the week were admitted, and the minutes and financial statement adopted. Part of the crew of the s.s. *Decimbrina* put their claim in for the shipwrecked claim. Proposed by Bro. Lenehan and seconded by Bro. Bruce that the same be paid them on producing proof of their losing their effects. This was carried. It was proposed by Bro. Cross and seconded by Bro. Simpson that we pass a hearty vote of thanks to the auditors, Bros. Dale and Thurston, for the way in which they did their duty; carried. It was proposed by Bro. Simpson and seconded by Bro. Morris that we empower our secretary to have a box put in the office for the s.s. *Thanemore* relief fund; carried. It was proposed by Bro. Simpson and seconded by Bro. Cook that we attend on Sunday to the meeting on Barking-road with banner and regalia; carried. The meeting closed with a vote of thanks to the chairman at 10.30. Members enrolled for the week, 43.

At the Queen's Music Hall, Poplar, on Friday evening, Feb. 13, the handsome new banner of the Gravesend Branch was unveiled by Mr. T. M. Walsh, London district secretary, in the presence of a large number of members of the Seamen's and other Unions. Mr. Gammon, Executive Councillor; Mr. Mercer, secretary Green's Home Branch; Mr. Degrin, secretary Gravesend Branch; Mr. Wykes, secretary Deptford Branch; the secretary of the Shipwrights' Union; Mr. T. McCarthy, Dockers' Union; Mr. Donaldson, Tugboat Branch Seamen's Union; Mr. Donovan, Whitstable Branch; and several other Union officials were present, also the editor of SEAFARING. Mrs. Hickey, the well-known hostess of the Wade's Arms, who is so popular among Union men, Mrs. Walsh, and the wives of other Union officials and members were also among the audience which crowded the building, great interest being displayed in the proceedings. Before the unveiling of the banner there was a benefit entertainment to defray the expenses. After an excellent performance of the *Dark Secret*, which was much applauded, Mr. Walsh, accompanied by the editor of SEAFARING, and Messrs. Mercer, McCarthy, Degrin, representatives of the Shipwrights' and Coal Porters', and other Unions, and the band of Green's Home Branch in their neat uniform, appeared on the stage. Mr. Walsh, in unveiling the banner, alluded to the importance of the Gravesend Branch, Gravesend being the key to the port of London. Though Gravesend was comparatively small, the Branch was more difficult in many respects to work than some of the larger ones, and the successful way in which it was worked was all the more creditable to Mr. Degrin, the secretary. He was glad to see so many representatives of other Unions present, and thanked all who had helped in getting up the banner fund. (Applause.) Mr. Cowie, editor of SEAFARING, also rejoiced to see so many other organisations represented there, proving that they were on the side of the Seamen's Union, with which he was proud to have been identified from the time when it was but a small affair till now that it had become one of the most powerful combinations. The banner that night unfurled would, he trusted, be as fortunate as the Union banners generally had been, and be carried from victory on to victory. Mr. T. McCarthy next addressed the audience, urging that Union battles should be won by the exercise of common sense, and on behalf of several admirers of the London district secretary, presented Mr. Walsh with a white and gold sash as a token of their appreciation of his services. Although the colour might fade in time, he trusted the memory of the good actions of Mr. Walsh would not. He concluded by



paying a high tribute to Mr. Walsh, whom he had known for several years. (Applause.) Mr. Mercer, of Green's Home Branch, who was complimented on the arrangements made for the benefit, a representative of the Shipwrights' Union, and a representative of the Coal Porters' Union, also spoke, after which the banner was unfurled, and hailed with hearty cheering, the band of Green's Home Branch playing music appropriate to the occasion.

#### LIVERPOOL BRANCHES.

At the weekly meeting of the Bootle Branch, held at 133, Derby-road, Mr. Monaghan in the chair, the minutes, correspondence, and financial statements for the past week were first passed, and then the secretary asked for permission to draft £300 to the general fund account. After a deal of discussion had taken place on the subject, Mr. Fitz-Simmonds moved that the question be adjourned to the next meeting in order to give other members a voice in the matter. This was seconded by Mr. Ford and carried. One of the outside delegates, Mr. James Burns, then tendered his resignation. He explained that the reason he was resigning was purely on account of a private matter that had nothing whatever to do with the Union, and that his time will expire on Friday evening next, and on Saturday morning he goes away to America. He was sorry to leave, but was unable to do otherwise. Mr. Connerty said a few words to the effect that he was sorry to lose such an able supporter as our senior outside delegate, Mr. Burns, had proved himself to be, and was certain that he would be a great loss to the members in general, who had long been accustomed to see his kindly face amongst them, and he (Mr. Connerty) was sure that the members would miss him. The members present then reluctantly signified their assent to his resignation. Mr. McGilpin moved that as a token of respect for Mr. Burns, the members make him a present of £2 to help him along till he gets settled, and thought it was the least the Branch could do in recognition of his faithful services, this was seconded by Mr. Sweeney and carried.

Mr. McHugh has been using his poetical talent (which we have heard is considerable) to aid the Liverpool dockers. One of the shipowners' papers, much annoyed at this, disguises its rage by an attempt at humorous chaff. We should like to see what it is Mr. McHugh has written, especially as we hear that he writes well.

For Tugboat Meeting, see page 4.

#### BIRKENHEAD BRANCH.

The usual weekly meeting of the above Branch was held on Feb. 11, 1891. Mr. J. Griffiths, chairman. The chairman on taking his accustomed place received quite an ovation, having returned from the hospital in Port Said, he having sustained severe injuries in the s.s. *Inchgarra* through an explosion, and by whose captain and officers he was treated in the most admirable manner. The minutes, correspondence and financial statement were read and approved. On the question of bill-posting re Cardiff Strike, warning all classes to keep away from Cardiff during the struggle, it was agreed to make known as far as possible the desirability of preventing men from going to Cardiff during the present crisis, after which the meeting adjourned.

#### GLASGOW BRANCH.

This being an important time for the above Branch a large attendance gathered in the Typographical Hall, 102, Maxwell-street, at our usual weekly meeting, well knowing that business of vital importance would be under discussion. Bro. James McQuillan took the chair, and was accompanied by Mr. McNaught (Greenock secretary), and Mr. T. McManus (Ardrossan). The objects of the meeting being explained, the secretary read the minutes of the previous meeting, which were unanimously adopted. The minutes of two special meetings held respectively on the 11th and 12th inst. were next read, these two special meetings having been called for the purpose of considering the movement of the Donaldson Bros. in reducing the monthly rate of wages in their Atlantic liners 5s. per month. The result of those meetings having been made known, and a telegram from our general secretary on the situation having been submitted, an exceedingly animated discussion ensued, after which Mr. T. McManus, from Ardrossan, and Mr. G. W. McNaught, from Greenock, delivered very able and instructive addresses, counselling the members to study well and intelligently the present state of affairs before coming to any definite decision. The secretary, in a lengthy address, having given his views on the question, Bro. T. Love moved and Bro. A. McGregor seconded, that on no consideration do we submit to the reduction of 5s. per month in the Donaldson or any other line of steamers. As an amendment, Bro. Brodie moved, and Bro. McKay

seconded, that we do submit to the reduction until the present depression in trade revives a little. After it being unanimously agreed to that two of our delegates be appointed tellers, the voting on the question was as follows: For the amendment, 20 voted; for the motion, 113; remaining neutral, 29. The chairman then declared the motion carried by a majority over all of 61. The secretary imparted a little sound advice to the members involved. A hearty vote of thanks being proposed, and warmly responded to, to Messrs. McNaught and McManus, terminated a very lengthy meeting.

A Glasgow paper says:—"Mr. Boyd, secretary of the Seamen's Union in Glasgow, stated Feb. 13, that Messrs. Donaldson Brothers had decided to allow a crew to sign on for manning the s.s. *Alcides* at the Union rates, £4 15s. per month. This vessel sails this afternoon (Saturday). An effort was made to sail next day by the firm to obtain a new crew in the forenoon, but not being successful it was decided that rather than detain the sailing the proposal to reduce the wages by 5s. per month be meantime withdrawn. The friction between the Union men and those who have declared for the Federation is daily growing in intensity. Shipowners say they have little fear of a crisis occurring here as acute as at Cardiff, owing to the diminished power of the Dock Labourers' Union in Scotland, the railway strike, and other causes."

#### DUNDEE BRANCH.

At the usual weekly meeting, Feb. 16, Mr. J. Donald, president of the Branch, in the chair, there was a good attendance. As members of the committee in place of those who will be unable to attend Mr. Geo. Anderson and J. Easson were elected. The minutes and income and expenditure having been approved of, the meeting took up the case of the *Sierra Cordova* again, when Mr. J. Laird moved that the minute of the previous meeting re Mr. Halkett be rescinded, it having come out in the evidence that he did not defy the Union. General dissatisfaction was expressed by the members present at the way that the committee of the Burntisland Branch allowed one of their members to get off without being fined, seeing that we had fined two of our members for the same offence, also at the secretary not answering the letter which was sent to him, informing him of the offence committed, he having answered the offender instead absolving him from all blame. The said offender, after receiving the letter, bounced about the shore letting members know he had got off without being fined. Mr. J. Laird then moved that the agitation in this case be kept up until such time as Mr. Moodie gives this Branch an explanation why he absolved James Glenly from all blame. A letter was then read from the secretary of the Aberdeen Branch stating that one of our members had been called out of the s.s. *Garry* owing to the master attempting to reduce the wages at Aberdeen. The members decided that he receive strike pay, for unless that is given them there is no encouragement for them to stand out for their rights. The letter also stated that two of our members, named P. Leslie and John Carr, had sailed in that vessel along with a man who is in the Federation Union. P. Leslie, however, is not a member of this Branch, but belongs to Burntisland Branch. The secretary was instructed to write to Aberdeen and inform the secretary there that Leslie was a member of the Burntisland Branch, and that he would have to send a full report of the offence that Leslie had committed to the secretary of that port. Owing to the conflicting evidence against Carr it was moved and seconded that his case lie over until he can appear personally at a meeting. It was then moved by George Anderson that the secretary be empowered to get a safe, also a letter copying book and press. This was seconded by J. Robertson and carried. A complaint was lodged by a few of the members who had gone a run to London at a reduced rate, the master having distinctly stated that they would get their passage back again. Yet on arriving in London they were informed that they would have to find their passage home again. Mr. Petrie moved "That Captain Farrow be again requested to pay the men's fares, and that in the event of a refusal the case be put in the hands of our lawyer." Seconded by James Laird.

#### LEITH BRANCH.

On Tuesday, Feb. 10, the usual meeting of the Branch was held, when Mr. A. Pratt presided over a good attendance of members. The minutes and financial reports having been adopted, correspondence was read from the general secretary and others. It was reported from Cardiff that a member of this Branch, named George Forfar, had been working against the Union, and it was agreed that he be summoned to the meet-

ing at the first opportunity. The secretary reported the case of the s.s. *St. Rognvald*, where the men were told to join the Federation, and on the firemen refusing to do so they were given a week's notice to leave the ship. The notice would expire next day, and the men would have to go on strike pay, and it was hoped that no Union men would take their places, or do what they had refused to do. Some discussion took place regarding the legality of the action taken, and it was remitted to the solicitor to be dealt with. The question of nominating an organising secretary was left over for further consideration. Some discussion arose over the re-taking of the hall, as several members said the night was unsuitable for the majority of the local vessels, and it was ultimately agreed that the meeting might be changed. The proposed smoking concert was postponed till a future time, and after some other discussions, the meeting was brought to a close. The secretary reports the undertened in connection with the case of the s.s. *St. Rognvald*. It was agreed at the meeting that the men be asked to lodge a charge of using threats against the engineer, for threatening them with dismissal unless they joined the Federation, thus following up the decision of the Sheriff in the recent case against the secretary. The men therefore, after being paid off, went to the Fiscal's office, in order to lodge the case, but the officials would not enter the case, but it is not intended to let the case drop, as it will be pushed forward, and we have also some other cases of the same description. The following vessels have been manned by Federation crews:—s.s. *Moravia*, of Leith; s.s. *St. Clair*, Aberdeen; s.s. *St. Rognvald*, Aberdeen; s.s. *John Morrison*, North Shields. It is requested that Branch officials will keep a look-out for these vessels.

NOTE.—The s.s. *Moravia* is expected to come to Hull.

#### GRAVESEND BRANCH.

At the general meeting, Feb. 16, the president in the chair, after the new members were duly admitted, and the routine business had been gone through, Bro. Peirce, of the Tidal Basin Branch, wanted to know if he was not entitled to strike pay on account of not going away in Federation ships as they came down from London and the launch from the Sailors' Home going alongside with men that were staying in the home. He being one of those that refused to go in Federation ships wanted to know what he was to do as he kept refusing to sign in them. The secretary said that if he was in want for food and applied to him he would see that he did not want. Bro. Carney stated the secretary deserved great credit for the design he chose for the Gravesend banner, and a hearty vote of thanks was accorded to the secretary. The secretary then gave the financial statement about the new banner, but he was not in a position to give a full account as all the money for the tickets was not collected yet. Bro. Alder proposed, and Bro. McGill seconded, that the secretary should pay the balance off the banner at once; carried. That two members of the committee should go with him to the banner-makers to see that all business transactions were settled. Bro. Holland proposed, and Bro. Carney seconded, that a hearty vote of thanks should be forwarded to Mr. Mercer, of the Green's Home Branch, and all the members that took such an active part in making the unfurling of the Gravesend banner a success, and to all the London Branches that helped. Bro. Holland proposed, and Bro. Banks seconded, that all the effects of the Branch should be insured; carried. After a hearty vote of thanks had been passed for Bro. Holland, and one for the banner committee, and also the usual vote of thanks for the chairman, the meeting closed.

#### SUNDERLAND BRANCH.

At the usual weekly meeting, Feb. 16, Mr. J. W. Priest in the chair, there was a good attendance of members. The minutes were confirmed. There were several letters read from London, Portsmouth, and other places. A member spoke at length on the present dispute with shipowners and other bodies of employers, pointing out that they all appear to have got the free labour craze on the brain, and that shipowners and other employers have developed a wonderful amount of sympathy on behalf of men who are not members of any Union and who did not wish to become members of an organisation. Further showing that it was not non-Union men that they were working so earnestly for, but for their own personal ends, so that they may crush the Trade Unions of this country. He further said that they might as well try to stop the sea coming on to the shore as try to stop the progress of Trades Unionism, and that if every working-man would use his vote at the Municipal

and Parliamentary elections they would soon bring employers and everyone else to their senses. It required every Trade Unionist to put his political opinions in his pocket and know who and what they are voting for.

#### NEWCASTLE-ON-TYNE BRANCH.

At the general meeting, Feb. 13, it was explained that Mr. Mansell, the secretary, could not be present as he was organising a gigantic demonstration to be held on Sunday for the purpose of assisting the men on strike at London, Hull, Cardiff, and other places, and to make subscriptions for the purpose of defeating the schemes of the Shipping Federation. The minutes were read and adopted, also the correspondence. After other business had been transacted, Mr. Nicholson spoke regarding the demonstration to be held on Sunday, and said that he hoped all the members would turn out and show their sympathy with their fellow members on strike at Cardiff and other places. A vote of thanks to the president concluded the meeting.

A general meeting was held Feb. 16, Mr. George Jackson presided, the minutes which having been adopted, the correspondence was unanimously accepted. Mr. George Mason made a complaint as follows:—About six months ago a member of the Branch named Peter Larsen, a native of Denmark, sailing as A.B. on board s.s. *John Ormaton*, went home for a time and got another member of the Branch named James Kettle, to go in his room until he came back; since Bro. Kettle has been shipped, the ship has been paid off twice, and another captain in her, and he (the speaker) was the last man shipped, therefore Bro. Kettle was entitled to a permanent job.—The speaker thought it was not fair that he should have to come out of the ship to let Larsen in, and he was quite prepared to abide by the decision of the meeting. After a discussion it was resolved that Bro. Mason remain in the ship. Mr. Larsen expressed himself as being quite satisfied with the decision.

#### DROGHEDA BRANCH.

At the general meeting, Feb. 13, minutes were passed, also financial statement. Amongst letters read was one from Wexford, which was very much approved of. A lengthy discussion ensued on the strike at Cardiff, where, as the members consider the Cardiff brothers are fighting not only their own battle but that of the Union. To assist to carry them to victory it was decided that we, the members of this Branch, grant them a sum of £10 through our general secretary, and, if need be, that we send them another sum afterwards. This was carried unanimously, with cheers for the success of Cardiff. It was decided that the secretary write to the committee of the N.U. Dock Labourers and ascertain when they will meet the committee of this Union with a view to arrange in working harmoniously together. A lengthy discussion took place in drafting a scale of wages for the district, which was not settled when the meeting adjourned.

#### DUNDALK BRANCH.

At the general meeting, Feb. 12, the minutes and financial statement were accepted as satisfactory. Mr. J. Maxwell, T.C., our worthy treasurer, being present. It gave the members great satisfaction to have such a worthy gentleman as he is coming amongst them at inconvenience to himself and devoting much of his time in our interest. Mr. J. Kelly moved that this meeting accords their best and heartfelt thanks to Mr. J. Maxwell, T.C., our worthy treasurer, for his many services rendered to the welfare and promotion of our cause; seconded by Mr. R. Mostyn, supported by Mr. McKeown, and carried with acclamation. Other business being transacted a pleasant meeting adjourned. Mr. J. D. Macarthy, solicitor, Dundalk, is the only Union solicitor in the district.

#### YOUGHAL BRANCH.

The seamen's strike at this port has now continued over a period of twenty-three weeks. No strange seamen have yet presented themselves to work the ships, and in consequence they are practically doing no work. The captains, however, have been kept busily engaged, and have succeeded, up to the time of writing, in landing two cargoes of coal here, a large amount of work for nine ships since Sept. 9 last. The *Dei Gratia*, owned by Mr. Fleming, left on Wednesday, three captains in the employ of her owner, two in the employ of Mr. Farrell, and an emergency man named McCarthy, forming the crew. They have since returned, having left the vessel in Cardiff, where, it is understood, three Dungarvan men have been shipped. The relatives of the latter have come up here from Dungarvan, and are awaiting their arrival, so as to

take them out of the ship the moment she arrives. Two Norwegian sailors arrived by train during the week, but were captured by the picket on duty at the railway station, and were immediately sent back to Cork. The shipowners to whom they were sent were somewhat discomfited when they learned the result of their visit.

#### SOUTHAMPTON BRANCH.

The general meeting was held Tuesday, Feb. 10, when the minutes, income, and outlay were accepted. Owing to a disturbance on board one of the ships of this port the secretary was asked to telegraph to the general secretary or the district secretary to come to Southampton and have an interview with the officials of the said ship to settle the disturbance. Mr. Walsh arrived and settled the dispute with the officials. The offenders of the above were fined 15s. each, which was satisfactory both to the officials and the members of the Branch to which the offenders belong.

[This report did not arrive in time for last week's paper.—Ed. SEAFARING.]

#### NORTH SHIELDS BRANCH.

At the usual weekly meeting, Feb. 16, the president in the chair, the minutes were adopted. Correspondence was read from headquarters impressing on the members the seriousness of the strike in Cardiff. It was moved that we send a donation of £100 to our brothers in Cardiff; carried with cheers. Complaints were made against members on strike pay not exerting themselves to look for work. Two members were struck off for not acting up to the rules of the Branch. Several men on strike were dealt with according to the merits of each case. It was resolved that the office boy have 8s. per week. It was moved that the men from the *Inchlonga* be compensated by having 6s. 6d. each; carried. "Scabs" are going from here nightly, protected by the strong arm of the law. A shipping master makes out advance notes without the name of any ship, saying they will be payable in three days (that will be from the last time they were spoken to), but they are never payable, as there is no date when the notes have to be paid. This is causing discontent now among the boarding-masters, which will come to a crisis soon. Another of their dodges is to have blank pieces of paper which the men sign their names upon. Afterwards it is filled in with tram fares and all other expenses, which the man has to pay out of his second advance note, which actually means at the end of a two months' voyage the poor "scab" has not a penny to take. One poor dejected man on Saturday night, Feb. 14, was actually shanghaied, made drunk by officials. But this man on getting to Newcastle railway station came to his senses, got a ticket for North Shields, and came home. Now he is able to tell the story in his own way, and also show the bogus advance note. I consider men from Shields are engaged under false colours. I know, when I spoke to one of the men in South Shields he told me he only wants his train fare paid to London to see his aunt. I cannot see how this is going to stand long with so many falsehoods and deluding, as even the poor "scab" will turn against his deluders. Six members have been made for the week. Look out for the demonstration on Sunday next in South Shields.

Shipping is looking up well.

#### HULL BRANCH.

At the usual Branch meeting the minutes having been adopted, it was stated that a Union boarding home, under the supervision of the Branch, is being established in the port, and will be advertised in SEAFARING when ready. A silver medal, suitably inscribed, was presented to Mr. Alfstadins, on behalf of his wife, for services rendered to the Unity Hall relief committee during the recent severe winter. It may be stated that some 600 meals daily were dispensed in the above hall during the distress the last week through the exertions of members ashore of the Hull Branch. The mighty Shipping Federation has been trying some of the stale old games against the Branch. They have fortunately failed in every instance, and the Branch generally congratulate the officials on their victory.

#### SOUTH SHIELDS BRANCH.

The weekly meeting was well attended in the hall, Coronation-street. Mr. Jones occupied the chair. The report was read by Mr. D. Clement, the secretary, which was again of a satisfactory character, showing a further gain of members. The financial statement was also read, showing the receipts during the week to have amounted to

£109 8s., being a satisfactory balance in hand after meeting all expenses. Mr. Clement spoke on the present position of affairs at Cardiff, and expressed his opinion that the dispute would not be of long duration. The resolution passed at a previous meeting granting £500 to the Strike Committee at Cardiff was unanimously confirmed. A delegate attended the meeting and stated that things were not so bad at that place as had been represented, and that in regard to the action of the Union thereon, they were sanguine of success. The sum of £10 was voted to a boarding-house keeper for services rendered to the Union. Mr. Clement also spoke with reference to the satisfactory position of the Union generally at South Shields in particular, and of the importance of the members fulfilling their respective duties, and being on board of their vessels punctually, and ready for duty. One of the members brought under notice the forthcoming meeting of Free Gardeners at North Shields at Whitsuntide, and hoped the members of the Union would take part in the demonstration. After the transaction of other business, the meeting concluded with a vote of thanks to the chairman.

At Blyth, Alexander Lamb, engineer; John Spark Pearson, steward of the s.s. *Arndilly*; Peter Reynes, fireman; Stephanois Hogerland (Swede), seaman; Alexander Geddis, seaman; and John Forbes, carpenter of the s.s. *Lynton*, were brought up on reman charged with the theft of 1,401oz. of silver bars, value £600, from the s.s. *Arndilly*, owned by Messrs. Adam Bros. and Co., of Newcastle, on the high seas, on Feb. 4.—Mr. Marshall appeared for the owners; Mr. Jacks for Geddis and Forbes; and Mr. Charlton for Lamb. Captain Mutch, Alexander Wood, chief officer of the *Arndilly*, and other witnesses having given evidence, Mr. Jacks and Mr. Charlton for their clients pointed out that there was not a particle of evidence that the silver had been feloniously taken away, and animadverted with considerable severity on the negligence of the captain and mate of the *Arndilly* in not taking care of the silver.—Supt. Robertson, Blyth, said they had recovered from the men 92lb. 2oz. of the silver, of the value of about £300.—After a short retirement the chairman of the Bench said they were of opinion that the silver was not taken with a felonious intent, and they could not help thinking the whole of the mischief had arisen from the negligence of the officers of the ship. Defendants were acquitted.

#### MIDDLESBROUGH BRANCH.

At the usual weekly meeting held on Feb. 17 there was a good attendance of members, the president (Mr. J. Mucklow) in the chair, Mr. Wm. Bowden (vice-president) in the vice-chair. The secretary reported two new members for the week, making 1,785 on the books. The minutes were, after discussion, confirmed. The correspondence was also accepted as read. A member then applied to the meeting for the shipwreck benefit. The secretary explained that Wm. Caswell, the member in question, left this port on Oct. 26, 1889. Previous to sailing he reported himself according to rule. The ship he sailed in, the *Francis Thorpe*, was lost in August, 1890, and Caswell arrived home two or three days ago and paid his contributions up to date, therefore he was entitled to the shipwreck claim. It was resolved that the claim be paid. After other business the meeting adjourned.

#### DUBLIN BRANCH.

At the usual weekly meeting held in the Union Hall, 60, Seville-place, Bro. J. M. Maxwell presiding, a young man applied to be admitted a member and was accepted, the minutes and financial account having been accepted as very satisfactory; carried. Correspondence was read, including a circular from Mr. J. H. Wilson, general secretary, about the strike in Cardiff and other ports. The chairman spoke on the subject, advising us to give our mite, as now the great labour war had broken out, and it behoved every Trade Unionist to show the material he was made of, and he felt sure that none would be found wanting in his allegiance to their general and their Union. (Cheers) After the secretary had spoken and some more discussion, it was proposed by Bro. Johnston, and seconded by Bro. Phailin, that the two delegates to the Trade Council lay Mr. Wilson's circular before them and impress on them the necessity of assisting by every possible means in their power and taking immediate action in the case; carried unanimously. Bro. John Johnson proposed, and Bro. Phailin seconded, that each member working contribute 1s. per week to assist our brothers in Cardiff in their struggle against the unjust tyranny that the Shipowners' Federation were trying to impose on them; carried unanimously. The secretary reported having called in answer to an appeal from the Fishermen's Union



at Ringsend, to take action against a young man named Stephen Sims, who had gone in on their strike, while being a member of our Union. Our secretary saw him, but he refused to come out, and defied both the secretary and the Fishermen's Union. After some discussion it was decided that Stephen Sims be expelled from our Union. The result was then communicated to Mr. Adams, secretary of the Fishermen's Union, who had just arrived, and Mr. Adams suitably thanked our secretary and brothers in the name of his Society. Our godfather, Mr. P. A. Tyrrell, amidst cheers, said he was delighted to support a resolution relative to the 1s. levy on working members to assist in this great struggle. In order to make it of service to the cause, we must subscribe liberally as well as immediately, as delays were dangerous. We were now fighting for home, for wife and children, and must remember that in this great battle every other Trades Unionist had to take his place in the ranks against the oppression that too long had been imposed on the unfortunate worker. The Free Shipowners' Federation, or rather its members, had too long delayed giving justice to the men who made the millions. They helped to make Acts of Parliament to bind seamen more firmly than even the African slave. The newspapers were always fond of going against the working man if he struck. But they seemed to forget that the proper persons to blame were the owners whose tyrannical despotism was for ever exercised in low cunning schemes for betraying any confidence their working man placed in them. He would urge the necessity of standing firmly together in the ranks of Unionism, and with such leaders as J. H. Wilson they had nothing to fear. (Cheers.) The secretary, Bro. M. Bolger, then addressed a few words of advice to the members, and pointing out all that Mr. Tyrrell had done for this Branch since its commencement, for which we owed a debt that could never be repayed. He also pointed out all our worthy treasurer, Bro. Johnson, had done. He then read the agreement between the Branch and the landlord, and said that in a short time with the assistance of the members he hoped to make this Branch second to none. A vote of confidence in the secretary, as well as a vote of thanks for the able way in which he had conducted the Branch during his term of office, was carried unanimously with acclamation. The chairman then addressed a few words to the brothers on our present outlook, saying it was a very bright outlook, in spite of all the press was doing to make it look otherwise. He would advise again calling secretaries' attention to the boats of Messrs. McCormick & Co.

#### CARDIFF BRANCH.

The following ships have engaged crews in Cardiff:—Feb. 2nd—*Cameo*, non-Unionist; *Rockcliffe*, Union; *Ronan*, Union; *Linnat* (sail), not known; *Karl of Chester*, Union; *Chenton*, Union; *Straits of Gibraltar*, non-Unionist (signed aboard). Feb. 3rd—*Glengelder*, non-Unionist; *Sunlight*, Union; *Caledonia*, Union; *Hart*, Union; *Sir Galahad*, unknown; *Cadocton*, not signed; *Messario*, not signed. Feb. 4th—*Filingdale*, not signed; *Minian Stuart*, not signed; *Alacrity*, Union; *Leda*, not signed; *Garlanda*, not signed. Feb. 5th—*Leda*, not signed; *Eldent*, not signed; *Vera*, not signed; *True Briton*, not signed; *Cadocton*, not signed; *Dunedin*, Union. Feb. 6th—*Dolcoath*, Union; *Gwalia*, Union (had to come out after owing to dockers); *Onwald*, unknown. Feb. 7th—*Elbruz*, Union; *Gwalia*, not signed; *Isle of Elba*, unknown; *Dodona*, non-Unionist; *Zerika* (sail), non-Unionist; *Eldent*, not signed; *Kinloch*, non-Unionist. Feb. 9th—No boats signed. Feb. 10th—*Earl of Rosebery*, not signed; *Gwalia*, non-Unionist; *Eden*, not signed; *Discovery*, Union.

#### ABERDEEN BRANCH.

At the usual weekly meeting, Feb. 16, Mr. R. Fraser, president, in the chair, there being a large turn-out of members, the usual formal business being disposed of, the secretary reported on the events of the week, and his interview with Mr. Merrylees, manager, Orkney and Shetland Steam Navigation Company, by whose orders a mandate had been sent on board each of their vessels that the men had to join the Federation or cease their employment in the firm. The position of Mr. Merrylees was, he said, rather anomalous, as several months ago it got abroad that he would not employ Union men. The secretary waited on him at that time, when he pledged himself to him that no man in the employ would be disturbed because he was a Union man so long as they adopted reasonable tactics. The members there, I am pleased to state, have not broken their bargain by creating any unnecessary friction, and I wish we had the same to say of the manager, who no doubt claims to himself a higher intel-

lectual position and social status, yet dispenses with the services of some ten men, competent and willing, but who would not bow the knee to the Baal of the Federation. The fact is the men so dealt with by Mr. Merrylees are higher intellectually and morally than his company, as they live up to their convictions. The excuse made by him when he was waited on by the secretary on behalf of the men was that we must protect ourselves, but as explained there was no disturbance to complain about. The second event of the week consisted in the blocking of the s.s. *Garry*, of Dundee, on arrival at this port. We found the crew had originally signed on in Newport, and made up of four Federation men and one who was in no Union. The first work was to break up the Federation; three made right with the Union, and the non-Union hand joined straight away. The day was then our own, as far as Union men were concerned, but before the captain would yield to give the wages of the port he left with only one Federation sailor on board and no firemen whatever. He sailed for Blyth, was there blocked, and had to sail from thence short-handed. Short impressive addresses were then delivered by the president, secretary, J. Farquharson, and another brother belonging to one of the London Branches. The latter created more laughter than there has been for a long time by his witty criticisms about the Federation. The meeting, which was a most hearty one, then adjourned.

#### ROTTERDAM BRANCH.

A crowded meeting was held on the 15th of this month, in the hall on the Leuvehaven, No. 203, formerly belonging to the Scandinavian Seamen's Mission. After the meeting was opened by the chairman (a member of the Grangemouth Branch) silence reigned, and Mr. C. W. Brown, district secretary, addressed the meeting, pointing out the difference between British and Dutch seamen, and how non-Union Dutch seamen were sold by crimps of all sorts, the same as slaves were in former days. He referred to the action of unscrupulous boarding-masters, who never melt or saw salt water in their lives supplying blackleg crews consisting of lightermen, tailors, and all sorts of tradesmen, only for the sake of pocketing the blood-money which these poor fellows were compelled to pay in deductions from their advance notes, while many competent sailors and firemen, who had a wife and family to support, could not get employment simply because they belong to the Union, and declined to bow their heads to these despised sharks and parasites of the working men. Why are we united? Because men, steady, competent men, saw the necessity of combination, and had declared they would not lower themselves again to take the bread out of the mouths of their British brethren, and were determined to raise their colleagues on the Continent to the same level as a Britisher. Mr. C. W. Brown also pointed out how these crimps observed our growing power, despite all the obstacles that have been thrown in the way of the Union, how the Free Labour scheme was put in working order, and how it hitherto has succeeded in exposing its own base and dastardly tricks to try if Union men would leave the ranks of their genuine friends. The Free Labour scheme was a failure. (Cheers enthusiastically.) Branch secretary De Vries then addressed the meeting, saying he was very happy, seeing the seafaring men of all nationalities, and also of different ports of Holland, gathered there. It was a sign to him that the seafaring men had come to the knowledge that there was only one remedy for the existing evils which debarred their emancipation, and that remedy was combination. He spoke on behalf of the seamen's wives and children. How many a good and careful mother had to leave her home and neglect the education of her dear bairns, because they were compelled to seek work outdoors, and earn a little money besides the wages of her husband, to make both ends meet. (Cries of "Yes, that is true, Jack.") Why are we united? The reason was not far to seek. They knew perfectly well what would befall them if they were to go and leave the road of unity. They were now able to stop a good deal of blacklegs. They were in a position now to show the crimps that they were no longer tools in their hands, knowing what these men would do in squandering their hard-earned wage. The secretary again asked: Why are we united?—and then he gave the answer himself, that through combination they could demand their rights, for they were the men that produced the wealth and welfare of all nations, and the share for the seaman had only been a miserable existence; it would be a mockery to call it life. A seaman present at the meeting requested the chairman to speak a few words, and informed all present that last year when he and another went to a shipowner (we will avoid personalities), on behalf of the seamen of this port, for an increase of wages, that gentleman replied

as long as a sailor could wear an overcoat out of his wages, £2 10s. per month, there was no necessity of giving more money. Perhaps that noble man would like to see a good sailor wearing a coffee-bag, instead of a jacket, during the time he was ashore. Another shipowner said when the pigs were thirsty they would come to the tub. (Cries of "Shame.") The Branch secretary then declared that if they only stood true to their Union these things should be altered, and they would soon show they were men and wanted to be treated as such. With a word of thanks to the meeting for their attendance, the chairman urged them to join, which several did, and pledged themselves to be true to the Union at large.

#### SCANDINAVIAN DEPARTMENT.

Copenhagen, Feb. 16, 1891.—The owners here are getting scared on account of the stir among the seafaring men in this country, and the connection of our seamen with the English Union. In consequence of this they are going to strike at the seamen's organisation, and have started with the steamer *Perm*, belonging to the United Steamship Company (Forenede Dampskibsselskab) of Copenhagen. In this ship four firemen were suddenly discharged, only because they are members of our Union. The said steamer *Perm* had just arrived in port from Libau, destined for London, when her captain was ordered to meet at the office of the United Steamship Company, where he got instructions immediately to discharge four of his firemen who are members of the Amalgamated Sailors' and Firemen's Union. The next day, Thursday, Feb. 7, this captain said to one of the firemen named Nielsen, Are you a member of the Seamen's Union? Nielsen answered, of course, Yes. The captain again asked him, "Is it compulsory to you to be a member of the Seamen's Union?" Nielsen: No, not at all; I can do as I like. Captain: Will you, then, withdraw your name from the Union? Nielsen: No, Sir, I will not. Captain: If this is the case you shall immediately get your discharge. Nielsen: Then I must take this, too. The captain next tried to persuade Nielsen to leave the Union, warning him against the consequences of his remaining in the Union and finished with the words *You will never get any ship here*. Nielsen replied in a quiet manner, Well, Sir, perhaps not by this company; but then I am going to the other shipowners. Captain: No; there you will also not get any work. With these words the conversation finished. The three other firemen belonging to the Union were then also summoned to the captain, and ordered to leave the Union, but would not. At dinner they were all four ordered to leave the vessel, and four others not being Union men were engaged, and the steamer *Perm* left for London. The boycotted are all married men, and one of them has four children. They are very respectable men, and have excellent recommendations. This is again the work of Mr. Tietgen, president of the United Steamship Company (Forenede Dampskibsselskab), of Copenhagen, the king of the Danish capitalists and shipowners. Mr. Tietgen is well known from the Danish seamen's strike last summer, his boycotting of his own countrymen on a large scale, and his grinding the wages down to the lowest.

#### PETERHEAD BRANCH.

It appears that the members of this Branch mean to stamp out refractory members. A special meeting was unanimously agreed to to consider the undernoted business, and it was convened on Tuesday, at 8 p.m., 58 members present. The first part was a recommendation from the committee that Alexander Leask, David Smith, John Webster, No. 78, John Webster, No. 37, James Morrice, Robert Bain, and R. Sandy should be expelled from the Union, they having commenced to work on board the s.s. *Hops* and *Traveller* along with non-Union men while sufficient Union men were out of employment, and having persisted in doing so after being informed first, before commencing to work, and second, that they had been fined 20s. each and 2s. additional for each working day, ignoring the resolutions of the Branch, and thereby bringing ridicule upon the Union. This was unanimously agreed to. Robert Grant, cook, who had liberty to work in his own department, was found guilty of working with non-Union A.B.'s; this being his second offence, and seeing that 10s. of his entrance fee had only been paid since September, was also expelled. The committee recommended that for this year the whalers (two in number) should be allowed to carry a mixed crew. This the meeting would not allow, being unanimous that the vessels must be Federation or Union. The committee took no part in the voting. The members who refused to work with blacklegs were allowed one week's pay, or be sent away to any shipping port. Members who were three months in arrears, or new

members who refused employment with blacklegs, to be advanced money, which shall be refunded when shipped. The committee also recommend that the new scale of wages, drawn up by the committee appointed last year, be adopted, if allowed to do so. It was agreed that members leaving Peterhead for Dundee be allowed the same privilege as those who have already been shipped belonging to that Branch. There is not the least doubt but the action of one of the largest turnout of members will be a warning to men who think they can do as they please. It will strengthen the hands of the secretary very much. It will teach members if they make resolutions they must abide by them until rescinded. Although they have been expelled already, two new members have joined—seeing there is no chance for shipping south if not members of this Union. It may interest some of your readers to know the standing of some who were expelled:—two were transfers; one, I am informed was in arrears at South Shields, and joined here at low entrance fee; two had not their entrance fee paid; three were clear members, and two of the above were committee men. As a matter of fact, five of our committee have been either expelled or fined within a month for "blacklegging," or signing in Federation ships. No wonder the fifty-eight members wished such erased. It is Union men we wish, not Federation men. They call them "mules" here—a cross breed—men who can do the work of a horse or donkey. If they be as true to the Federation as they have been to the Union, they have a poor catch. Six of these members who were expelled signed on board a Federation ship before expulsion.

#### NEW BRANCH AT GOTHENBURG.

Gothenburg, Feb. 8.—A meeting was held in the Working Men's Institute Lecture Hall, which meeting was constituted of all classes of seafaring people with some of the leading Trade Unionists of this city. The meeting was officially announced by the Trades Council here, and presided over by the president, Mr. Ahlstrom, of said Council. It was a meeting of several hundred people. The hall was that crowded that many of the audience could not get a seat. The president, in his opening remarks, said that the Swedish seafaring people should indeed be very thankful to their English sailor brethren for the aid they had extended to them in sending Mr. C. S. Nielsen to help them to break asunder the chain of slavery which has tied them down for so many weary years. With this remark he had very much pleasure in introducing Mr. C. S. Nielsen, delegate of the A. S. & F. U. of Great Britain and Ireland and other nations. The delegate then stepped forward with a brotherly greeting from their friends across the water. He said that the only way in which they could show their thankfulness was by joining hand in hand with them, that they in the future may be enabled to set at defiance those who wish to make money on the lives of men, and those who make fatherless helpless children, and desolate, helpless, and sorrow-stricken widows and parents. The speaker then asked why have the Swedish sailors not commenced to organise, knowing that there is now an International Union for the seafaring classes? Was it the laws of the nation that hindered them? He did not think so, seeing so many brave Union men sitting around him, but, said the speaker, it may be the treatment meted out to them by the shipowners has been so good that it has not been necessary to try to acquire any other treatment. He would go through some of the treatment they have had in the past, and beginning with the provisions he would only say that the effects of bad, rotten provisions was not only displayed in our British House of Commons by Mr. Plimsoll, but it has been displayed upon almost every large hospital in the world, where men have been lying from the well-known disease scurvy. He then pointed to accommodation on board ship, which, he said, was not fit for pigs. Convicts had better accommodation than them, and that it was a well-known fact among Swedish and Norwegian sailors that they had in their commercial fleet what he, the speaker, commonly termed floating coffins. Some of those had been condemned in England, and yet some of those we yet see sailing across the sea. It was not very long since he saw one in Prince Albert Dock on the Tyne, and she had the cheek to display her National colours, Norwegian. I ask, he said, is it right that anyone should be permitted to pocket money which has been gotten through the loss of ships and, consequently, lives of some of our strongest and bravest men, and is it not truth that the widows and orphans annually increase through the heedless loss of life at sea? I say it is a scandal to

any Christian country, and Christian people ought to put a stop to all such. Christians, I said, but even that, as a rule, people cannot be permitted to be, unless he can read and expound the Bible himself. I should willingly take the Bible as a law of the world, providing its brotherly and friendly teaching was acted up to. For instance, the present clergy tells us that the Bible says we should be satisfied with the wages we receive. I say yes, it does say that, but looking at it as it stands, any sensible man will agree with me when I say that it don't mean we should be satisfied with the wages any capitalist wishes to pay us, but it means that we should not add to our wages by stealing. Perhaps, it was because the Swedish seafaring class had so small wages, that they did not organise. If it was, then I must tell them that we were in the same predicament when we started to form the Union, but we had brave leaders that stood out and told us that it would be far better to starve, well, for six months or a year, than to starve a whole lifetime, and he assured them that if they, the sailors and firemen, did not organise and extend the hand of fellowship towards one another, then they would never be any better off than they always had been. Then the speaker asked if they thought it did not pay them to be in a Union. He then enumerated and pointed out the various benefits to be gained by having a Union here. The speaker remarked that he knew there were men that would not pay into the Union with their own good will, but he asked them to cheer up, because so far the Union had been able to make them do so, and he was to-day in a position to tell them that it would be very hot for those lick-spittles if they did not come over to the Union side. The speaker had a deal to say about sailors' work as a profession, and showed them, by clauses in the rules, that professionally it would not reduce them in the eyes of the world by belonging to a Union. He then spoke on International connection, its progress and liability, which, in his opinion, was the only way by which the toilers of the earth could get their just demands. After answering a question put to him he read some notices to the seafaring class regarding this organisation. Mr. Sorensen, of the Trades Council, then moved that the seafaring class of this port establish a Branch of the A. S. & F. U. of Great Britain and Ireland and other Nations. He then read the objects and benefits of the Union, and said those were the best he had ever seen. He spoke a considerable time on the benefits of International organisations, alluding to his trade, which was cigarmaker, and International organisation. He then read a letter from Mr. V. Back, Scandinavian Department Office A. S. & F. U., which stated that Mr. C. S. Nielsen had been officially sent from England to organise the seafaring classes, and that he was representative of the A. S. & F. U. The motion was discussed, during which Mr. Nielsen checked a speaker, saying that National hatred was a thing of the past among toilers in the world and not beneficial to International brotherhood. There were a great many speakers during the discussion, some of them Union men, married and residing in England; they were, however, all in favour of the motion, and it was carried with acclamation. A large number of members entered themselves on the books of the Union, some paying the whole entrance fee.

**THE Local Marine Board at Aberdeen** held an inquiry last week into the alleged misconduct of two mates. It was charged against Alexander Hays, first mate, and William Sheriffs, second mate, of the steamer *Orathie*, that they were under the influence of drink on Jan. 28, and failed to proceed to sea with the vessel. They admitted their guilt. The certificates of both were suspended for three months.

**SUICIDE OF A CAPTAIN AT SEA.**—News has just reached Liverpool of the suicide of Captain William Kerr, who was the commander of the barque *Ysometti*. The vessel left Liverpool on March 25 last, bound for Callao, and when she had been at sea about eight weeks the captain shot himself under sad circumstances. He was unsettled in his mind shortly after leaving port; but what his trouble was did not transpire. On the day of the occurrence he went down into his cabin and left instructions that he was to be called in an hour. When the second mate went to arouse him he was unable to obtain any answer to his knock at the door, and upon an entrance being forced the deceased was found lying in a pool of blood with a pistol in his hand. All the hands were then summoned to witness the fact that the deceased had committed suicide. The body was buried at sea, and the vessel was brought home by the mate,

#### SHIPS SPOKEN.

Ariel, s, Feb. 10, 48 N, 6 W.  
 "Auragend," s, London to New Zealand, Jan. 13, 28 S, 12 E.  
 Bertha Gray, English schooner, steering south, Jan. 22, 10 N, 27 W.  
 Beta, British barque, River Plate to Hamburg, Jan. 11, on the Line, 30 W.  
 Bonne Mere, for Havre, Feb. 11, 46 N, 17 W.  
 Bolivia, of Liverpool, Hamburg to Melbourne 27 days, all well, Jan. 4, 1 S, 27 W.  
 Birgitte, brigantine, steering south, Feb. 1, 29 N, 22 W.  
 Bangalore, British ship, New York for Calcutta, Jan. 5, 0 30 S (not as before reported), 31 W.  
 Condor, Iquique to Falmouth, Jan. 17, 15 N, long. 38.  
 Camelia, steering SW, Feb. 11, 43 W, 7 W (? N).  
 Condor, barque, of London, Iquique to Falmouth, Feb. 11, 49 N, 11 W.  
 C. P. Dixon, barque, New York to Callao, lat. 13, 32 W.  
 Conqueror, for Hull, Jan. 31, 34 N, 37 W.  
 Craigwhinnie, for Antwerp, Jan. 12, 11 N, 31 W.  
 Comua (? Comus), for Channel, Feb. 3, 34 N, 37 W.  
 Diadem, British brig, from St. John (P.R.), Jan. 31, 35 N, 71 W.  
 Emily Chaplin, New York to Valparaiso, Jan. 28, 8 S, 31 W.  
 Ellen Holt, barquentine, of Liverpool, Laguna to Falmouth, all well, Feb. 9, 47 N, 20 W.  
 Elizabeth, for Savannah, Feb. 14, 51 N, 8 W.  
 Eden Holme, of Maryport, Port Augusta to London 38 days, Dec. 17, 57 S, 78 W.  
 Frankistan, British ship, Calcutta to New York, Jan. 3, 28 S, 8 E.  
 Frankistan, for New York, Jan. 22, 1 S, 27 W.  
 Falls of Afton, British ship, Newcastle to San Francisco, Nov. 22, 24 S.  
 Fox, Laguna to Channel, Jan. 17, in the Straits of Florida.  
 Gwall, English barque, steering south, Jan. 21, 8 S, 32 W.  
 Grace Gibson, English ship, Jan. 26, 1 N, 33 W.  
 Glenesslin, English ship, Jan. 31, 17 N, 28 W.  
 Gretna, Feb. 2, 34 N, 36 W.  
 Glencoyne, barque, from Iquique, steering WSW, Oct. 29, 26 S, 84 W.  
 Iron Prince, s, bound north, Feb. 8, 11 N, 18 W.  
 Isle of Angelsea, barque, Iquique to Hull 18 days, steering south, Nov. 19, 38 S, 89 W.  
 James Wishart, English barque, Pisagua to Falmouth, Feb. 9, lat. 47 N, long. 20 W.  
 J. Nickerson, for New York, Jan. 12, 11 N, 31 W.  
 Kate Sancton, Newport to Buenos Ayres.  
 Latimer, of London, steering NNE, Feb. 7, 31 N, 38 W.  
 Langdale, for Havre, Nov. 8, 5 N, 125 W.  
 Lowther Castle, Liverpool to "Calcutta," Oct. 27, 28 N, 24 W.  
 Lock Fergus, for Channel, Jan. 9, 6 N, 36 W.  
 Lucipara, ship, of Glasgow, beating to the eastward, Feb. 13, 46 N, 15 W.  
 Minna, Iquique to Hamburg, all well, Jan. 16, 16 N, 35 W.  
 Methven Castle, s, Feb. 9, 38 N, 12 W.  
 May, for Hamburg, Feb. 6, 38 N, 36 W.  
 New York, ship, of Liverpool, all well, Feb. 11, 49 N, 9 W.  
 Olive, for Hamburg, Feb. 11, 46 N, 16 W.  
 Pinmore, four-mast ship, steering SW, Jan. 19, 35 S, 21 E.  
 Regent, British ship, Iquique to Antwerp, lat. 31, long. 89.  
 Sierra Cadena, British ship, Montevideo to San Francisco, Nov. 22, 56 S, 64 W.  
 St. Mary, barque, Rosario for Boston, Jan. 30, 36 N, 74 W.  
 Spencer, s, steering south, Feb. 7, 46 N, 9 W.  
 Tarapaca, Iquique to Dunkirk, 6 N, 29 W.  
 Tenedos, s, bound south, Feb. 15, 46 N, 8 W.  
 Ulrica, for Calcutta, Feb. 6, 48 N, 13 W.

WHILST assisting to ship rails on the steamer *Marina*, in Hercules Dock, Liverpool, on Saturday, a labourer, named Robert Robertson, 46 years of age, was struck on the head by a falling rail. He was taken to the Southern Hospital, but died shortly after being admitted.

A **FEDERATIONIST**.—John Myers, ship's steward, of 31, Percy-street, has been charged with assaulting Alex. B. Davidson, a ship captain and Shipping Federation agent at South Shields. Captain Anderson said he saw him throw a handful of "muck" from the road which struck Mr. Davidson in the face, and part of it went over witness. Fined 5s. and costs.



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**NOTICE TO BRANCH SECRETARIES.**  
**STRIKE AT YOUGHAL.**  
 (PORT OF CORK.)

Secretaries are requested to note the names of the following vessels, the crews of which have struck for an increase of wages. The captains intend to form themselves into a crew in order to carry the vessels to English ports, where they will try to procure men:—*Brigantine Mary Hounsl, Nameless, Victor, Del Gratia, Oicilius, Citizen; schooners Rob Roy, William S. Greene, Speedy.*

J. COLLINS,

Secretary.

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